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BRITISH TRADE AND BRITISH POLICY.

The Conservatives used to make it a reproach directed against Mr. Gladstone that he could never think of more than one subject at a time. We wonder what they think of their own Government. Who in the Ministerial ranks is thinking about anything but Ireland now? The pressure of this parochial question is excluding everything else from their sight. The Conservatives pride themselves upon their Imperial instincts, but who spares a thought for the Empire to-day? On the Continent great changes are in progress, but who cares? Our Ambassadors from Berlin and St. Petersburg are in London, but they are of less account than the latest authority upon the treatment of an Irish prisoner or the pettiest story-teller who can threaten to make revelations about Mr. Parnell. The visit of the Emperor William to the Tzar may involve the modification of the whole foreign policy of this country, but who cares? The attitude of the public in relation to the shifting of the scenes on the Continent is deplorable to all but those who exult in the effacement of their country. Even those gentry who regard foreign policies with abhorrence, and who are continually hankering after the adoption of an attitude of complete abstention from all the international affairs of the Continent, may have reason to doubt whether, on the whole, John Bull can afford to allow his material and commercial interests to be forgotten in the exciting preoccupation of imprisoning Irish members and investigating the forgeries of the *Times*. For politics and business go hand in hand, and the British merchant and artisan will pay through the nose for the neglect of the solid interests of British trade with our Continental customers.

We publish this morning the first article from our Commissioner who lately returned from Russia, on the subject of improved commercial relations between this country and the Russian Empire. It deals with the material side of the subject which he has hitherto dealt with in its political aspect. Its publication coincides oddly enough with the appearance of the following telegram from Berlin in the *Figaro* :—

> The Chancellor of the Empire has just informed the Cabinets of Vienna and Rome that an understanding has been come to between Russia and Germany. It would appear that understanding is based on the settlement of the Eastern Question in conformity with the wishes of Russia and on a considerable reduction in the Customs tariffs of the German and Russian Empires. It is said the protocols on these two questions were drafted during the stay of the German Emperor at Peterhoff.

We cannot at present say what truth there is in the *Figaro* story, but it is not improbable. If true, it is another reminder that in Russia commerce and policy are closely intertwined. Our Commissioner's interviews with the directors of Russian policy took place a couple of months since. At that time the Emperor Frederick was still alive. It is possible that the alterations brought about by the accession of William II. may put out of the question the changes in the Russian tariff in favour of England suggested by General Ignatieff, and approved in principle by those responsible for Russian finance. On the other hand the contemplated reduction of the Russian tariff may—if we are wise enough to follow in the wake of Germany, and be as Russian as Prince Bismarck—be extended to English goods. But in any case it is well that our people should be forcibly reminded of the fact that business and politics are so closely intertwined in Russia that it is in vain to hope for better commercial relations unless Downing-street will reform its ways and deal with Russia in a friendly and fraternal spirit.

We do not think that there is any prospect of a repudiation of Protection by Russia. But in view of the great revival of trade in Russia it is probable that the Russian tariff will be modified, if only to allow the means of production and of locomotion to enter the country. Take, for instance, the all-important question of coal. For the last few years the duty on British coal entering Russian ports has been gradually increased until at last it is become almost prohibitive. Last winter coals became so scarce and dear in the South of Russia that many mills and factories had to be closed : and the Government appointed a Commission to investigate the causes of this crisis, and to report upon the most effectual measures to prevent its recurrence. This Commission has just now sent in a Report, in which it declares it absolutely necessary, among other things, to construct a coal port in Odessa, the cost of which is estimated at half a million roubles, the various factories, mills, and railway companies meanwhile to fall back on English coal, large orders for which it is said may be daily expected. The Kharkoff Railway company are considerably embarrassed just now by the coal famine. In Odessa matters are not a whit better. To give an idea of the difficulty of getting adequate supplies from the coal mines of the Don basin, it may suffice to state that the Russian Steam Navigation Company, whose headquarters are at Odessa, ordered a few weeks ago 200,000 tons of coal, and received only the tenth part of the quantity ordered. This company have also stated their intention to order coals from England. The press of St. Petersburg, Odessa, and Moscow is strenuously advocating the lowering of the duty on foreign coal, and there is some hope that its advocacy will not prove wholly unsuccessful. We are, therefore, at a very critical moment, which Lord Salisbury may put to the best use or the worst, as the humour seizes him. Of one thing we are glad to be quite certain, and that is that the *rapprochement* between Germany and Russia is not intended to lead to any unpleasantness between Russia and England—unless England backs Austria. What the Tzar wants is good relations between Russia, Germany, and England. It is for Lord Salisbury to say whether he will respond to the Tzar's wishes in this matter or whether he will persist in clinging to a policy which lost the keystone of its arch when the German Emperor made friends with the Tzar.

A TREATY OF COMMERCE WITH RUSSIA.—I.

(By our Special Commissioner.)

"Good relations between England and Russia?" said General Ignatieff to me one day: "there is nothing which I desire more heartily; and not only good relations political and diplomatic, but commercial and industrial. Why, for instance, should we not have a treaty of commerce with England, based on intelligible principles?" I pricked up my ears. "For the last ten years," he continued, "I have never ceased to advocate the alteration of our commercial treaties on a basis which would have tended directly to draw us closer to England." I said at once that I was naturally all attention, and that the great precedent of Cobden's commercial treaty with France illustrated the fact that nothing tended more to establish a good political *entente* as improved business relations. But what hope was there that with Russia anything of the kind was possible?

"Not only possible, but easy," he said, "provided that you once grasp the right principle, and that we are friends instead of foes. The wrong principle is that of the most-favoured-nation clause, which finds a place in all our commercial treaties, and which secures to every nation, regardless of its commercial policy in relation to us, the maximum advantages secured to the nation which from motives of policy or of trade we wish to favour most. As President of the Society of Trade and Commerce I have repeatedly protested against this. The right principle is the principle of discrimination, by which we should treat those nations well which treat us well, and *vice versâ*."

The idea which General Ignatieff thus let fall in the course of a long conversation seemed to me to promise to bear excellent fruit. I discussed it everywhere; I found that in the very highest quarters it was regarded with favour. The Minister of Finance, M. Wischnegradsky, even discovered in General Ignatieff's suggestion an original idea of his own. M. Wischnegradsky is a very smart man, who somewhat resembles in appearance a mixture of Mr. Waddy and Mr. Bright. The Minister told me that his opinion was dead against the most-favoured-nation clause, as in his view every treaty ought to be specially drawn to suit the special circumstances of the trade of the negotiating country. He had been, he said, for some time engaged in conducting an exhaustive study of the whole question of the existing commercial treaties, and he expected that his Report would be ready in four or five months—that is to say, about the time when the Government Departments in

St. Petersburg resume activity after their summer hybernation, to perpetrate a bull. When that Report was complete a decision would be taken as to the direction in which action would be taken, and M. Wischnegradsky assured me most emphatically that he was entirely in favour of the idea of discrimination, and was most anxious to do everything in his power to promote the development of closer commercial relations between England and Russia.

I also met a very intelligent and charming member of the Finance Administration. He said at once that the idea in theory was excellent, but the difficulties of its application were considerable. The whole question, he pointed out, was dominated by the political relations of the different Powers. "The adoption of General Ignatieff's policy might be possible, provided that we were friends with England. But not otherwise. For what would it practically come to if it were adopted? We should have to denounce all our existing treaties and begin, *de novo*, to construct a new commercial system, which would, broadly speaking, admit English goods into Russia at a lower rate of duty than that levied on imports from Germany. Now, I do not want to say anything hostile to anybody, but if you think that such a change would not be very keenly resented at Berlin you must have studied with very little advantage the history of the last fifteen years of German politico-commercial policy. To put it bluntly, it would put a strain on our relations with Germany, and that we cannot afford to do unless we are assured beforehand of a stable working *entente* with England. It would be very pleasant, no doubt; but it is well to be on with the new love before you are off with the old, and unless you can get your dear countrymen to adopt a less antagonistic policy to Russia I fear you may whistle for your commercial treaty."

Therein I think my friend spoke the simple truth. We are, by our insane and insensate indulgence in the cult of an archaic and obsolete prejudice, deliberately barring against ourselves the gates of what might be our best market in Europe. Said an Englishman in Russia with whom I discussed the question, "You are perfectly right: the commercial question is dominated by the political. You in England have to choose whether you prefer to be doing good business with the Russian or to be perpetually sticking pins into his hide. You can do one or the other. You cannot do both. The more I see of this country the more I am lost in amazement and indignation at the spectacle which it presents. With Siberia and the Caucasus it is almost as vast a mine of undeveloped wealth as the United States of America. It literally teems with all the raw material, the undeveloped potentialities, of wealth. Its population is barely sufficient to till the soil, but it can produce grain enough to feed all Europe. The country, however, has at present neither the men nor the money for the development of its enormous resources. England is bursting with capital, seeking in vain for profitable employment, and every profession is overrun with men who might find ample opportunity for employing their energies in opening up Russia. The two empires supplement each other. Each has everything the other wants. But because of this cursed habit of snapping and snarling at each other's heels, this religious or irreligious cult of the devil of national prejudice and animosity, the relations between them dwindle, and they are gradually drifting into an attitude of increasing isolation. The Russian peasant cannot feed the London artisan, nor can the Sheffield cutlers sell their knives to the Russian moujik, because why? Because a set of God-forsaken wretches with pens in their hands in Petersburg and in London keep on day after day gibing at each other, maligning each other, and imputing all manner of evil against England and Russia, until on each side it begins to be believed that their first duty to each other is not to exchange products for manufactures, and establish good relations based upon mutual interchange of surplus commodities, but to exchange insults and to prepare to interchange shots. If Jomini would hang all the editors in the interests of peace, I would offer them all up as a burnt offering before the altar of Trade."

But, I have been asked, must there be a political *quid* for the commercial *quo*? What concession must we make to Russia politically in order to secure lower tariffs on British goods? I do not think that any idea of any such bargain has entered the Russian mind. Russia wants nothing, particularly, from England; only friendship must be substituted for enmity, and a loyal desire to help each other take the place of a persistent and pertinacious policy of nagging and playing at cross purposes, which is the distinguishing note of our traditional policy in relation to Russia. We have taken so little by it. Our gain, to perpetrate a bull, has been all loss. Why then can we not reconsider our position? There is no country in the world except the United States where we could do a bigger business than with Russia. It would be mutually advantageous, and that which blocks the way is the demented determination which prevails in Downing-street to be more Austrian than Prince Bismarck himself. Our relations with Russia, thanks largely to the fact that we have the good fortune to have at Petersburg an Ambassador who has his head screwed straight on his shoulders, and who clearly sees the altered condition of European policy, have seldom been better. But not even the presence of Sir Robert Morier at the British Embassy can quite counterbalance Lord Salisbury's persistence in supporting a Bulgarian policy which is condemned by Prince Bismarck quite as much as M. de Giers. If we would do to Russia in Bulgaria what we would like Russia to do to us in Egypt, a change would come over the relations of the two countries which would open the way for such a modification of their tariff as might have the same happy results which followed the conclusion of the Anglo-French Treaty of Commerce in 1860.

IMPROVEMENTS IN OUR RAILWAYS.

III.—"EAST OR WEST HOME IS BEST."

WE have seen the improvements in the great main-line Scotch expresses; now we may notice two new "cross-country" services arising out of the accelerations on the North Western. This Company, by co-operating on the one side with the Great Eastern and on the other with the Great Western, has this month created two distinct and first rate express novelties. Jointly with the Great Western it has started a service of three expresses each way between Bristol and Crewe, running viâ Shrewsbury, Hereford, Abergavenny, Newport, and the Severn Tunnel. The distance is 152 miles, and the trains average a gross speed of 38 miles an hour, which, considering the tunnel, the gradients of Monmouthshire and Hereford, and the amount of stoppages, is smart; by next summer it will no doubt have become 40 miles an hour. Coming South the train not only burrows deep below the bed of the Severn, but on emerging into Gloucestershire has to mount up much above the land to pierce the range of hills which bars the way outside Bristol. The traffic between South-west and North, which formerly went viâ Midland from Bristol to Lancashire or Scotland, is by this new service intercepted at Bristol, carried under the Severn, and deposited at Crewe in the outstretched hands of the North Western. The Midland route to either Lancashire or Scotland being more circuitous the Severn Tunnel service cuts it out: the day journey from Glasgow to Bristol—395 miles—is accomplished in 9 hours 55 min. as against 11 hours by the Midland, which however has 440 miles to get over. These joint expresses, coming along with the main line accelerations, make quite a revolution for business men. Liverpool and Manchester are now but nine hours from Plymouth, five hours from Bristol; Shrewsbury and Bristol are less than three hours apart; while if we leave Edinburgh or Glasgow at 10 A.M. we reach Exeter at 10.20 P.M. This of course is all third class. Those who have read Mr. T. A. Walker's "History of the Severn Tunnel"—a fascinating book with a style like Defoe—will be glad that a piece of engineering which cost such infinite labour and pluck to accomplish is not to be stultified by the passage of nothing but slow trains through it.

Besides all this the North Western acceleration has given birth to a new and most remarkable express journey eastwards, that from Glasgow to Harwich. Suppose a tourist wish to go from Glasgow to the Continent by that very cheap and excellent Great Eastern route: starting at 10 A.M. he changes at Rugby into a through train, which, slipping away two minutes after the London express, runs viâ Peterborough to March, joining there the Great Eastern express from Yorkshire, and proceeding viâ Ely and Bury to Harwich, where it arrives at 9.30, twenty minutes before the steamers leave for Antwerp or Rotterdam. As a cross-country service this is unparalleled, 473 miles, some of it single line, in 11½ hours, an inclusive speed of 41¼ miles per hour. (Two months ago the North Western took as long from London to Perth, 23 miles less distance, on continuous trunk line.) Should the tourist have received insufficient support from his lunch at Preston, instead of changing at Rugby he can go on to Euston, arriving at 7; a cab across to Liverpool-street will leave him more than half an hour for food before the 8 o'clock express departs for Harwich, and he will then step out on to the steamers at Parkeston Quay 10 minutes later than if he had chosen the cross-country route. Strange to say, coming through London he has travelled almost exactly the same distance. 473 miles; he has however gained a meal and saved six stoppages. [By the E. Coast route the travellers would leave Edinburgh 10.20 A.M., change at Peterborough, wait half an hour and then join the above train from Rugby, on to Harwich as before. The distance thus to Harwich is 419 miles. Or if of the hungrier turn of mind, he may leave Edinburgh at 10, lunch at York, reach King's-cross at 6.30, and have an hour and a half in which to eat his fill and get to Liverpool-street for the 8 o'clock express.] Again it is necessary to repeat that these pampered journeys are not for "1st and 2nd class only," but are open to the commonest penny-a-miler—who, seventeen years ago was regarded by most railway companies as only a little higher than the beasts of the field.

The up day Scotch express used to arrive at *Euston* at 8, just as the night expresses to Paris or Brussels were steaming out of Charing Cross and Victoria. Now they reach Euston at 7 the traveller has a whole hour in which to cab across and obtain a meal. The E. Coast route gave him an hour to spare before, and this summer they allow him an hour and a half. In a small island like ours we cannot compete with a Continent for length of journey, but we can show three runs of about a thousand miles each, neither of which can be paralleled elsewhere. The first is an unintentional through journey from *Penzance* to *Wick*, by the Severn Tunnel route, and reads thus:—

Miles.			Miles.		
	Penzance .....dep.	10.0 A.M.	651½	Perth	6.50
	Stopping train.				7.50
132½	Exeter.....arr.	4.47	796	Inverness	11.50
	dep.	4.55			12.10
208	Bristol	6.45		Stopping train.	
		7.15	957	Wick ....arr.	6.10
360	Crewe	11.10			
		11.45			

This journey, done without the aid of the quickest North Western express, is 32 hours from one Land's End to the other, a speed including everything of (nearly) 30 miles an hour. But consider how the hours are spent. In the first 132 miles to Exeter there are 35 stoppages, and in the last 160 miles from Inverness there are 22; in other words, for 13 hours out of the 32 the train has to pull up and start again (mostly in the teeth of steep gradients) every five

miles. In addition there is a halt of 40 minutes at Plymouth, 30 at Bristol, 35 at Crewe, an hour at Perth, and 20 minutes at Inverness. Then the nature of the route: 600 out of the 960 miles are across steep Cornish or Devonshire valleys, over Westmoreland or Lowland fells, and winding among the airy heights of the Highlands; only one-sixth of the route comes near being level. Not to mention the piece west of Exeter, where 1 in 40 is the favourite gradient, between Preston and Wick the line ascends once to nearly 1,600 feet above sea, once again to over 1,000, twice more to about 900 feet. Since these ascents all begin from sea-level, it is the same as saying that between Preston and Wick the train is taken over a pass of 4,400 feet—or higher than the summit through the Rockies on the Canadian Pacific route. Finally, one third of the entire distance is single line. Yet in spite of this absurd catalogue of obstacles, the 77 separate stoppages, the 5 long pauses consuming 3 hours, the incessant climbing of hills, and the restraints of single line, any chance traveller from Penzance to Wick would be carried through all at an inclusive speed which on the Continent would be hailed as "express," and which if persevered in across the level plains of Canada or the States would shorten the time between two oceans to 4 days. These latter lines however are grand international thoroughfares, links in a chain of teeming traffic; but Penzance and Wick are two remote extremities with no thought of through connection, and the extraordinary journey sketched above is only an instance of how in England one must live in a village which is very obscure indeed if it have not a standard of comfort in railway speed as high as that reserved for Continental capitals.

The above is a patch-work run performed by three separate expresses and two stopping-trains; let us now see a smarter trip between the same two extremities:—

Miles.			Miles.		
—	Penzance..... dep.	A.M. 11.15	780	Perth ..... arr.	A.M. 8.15
326½	Paddington ..... arr.	8.10		*stopping train* dep.	8.50
329	Euston ..... dep.	8.50	1,085	Wick ..... arr.	8. 0

The time is 32¾ hours, or an inclusive speed of 33 miles per hour. This can be done only on Saturdays, reaching Wick Sunday evening, as on week days the one through train from Perth to Wick leaves Perth an hour earlier. The train from Penzance to Paddington ("Zulu") is "1st and 2nd class only," but the next 750 miles are of course 3rd class. From Perth to Wick the train is "stopping" all the way, so that although the Great Western part of the journey is much better than in the preceding specimen, the total stoppages between Penzance and Wick are 77, as in the other case.

The third specimen of a long journey is from Paris to Wick, from the centre of civilization to the outermost edge. We can claim it all as an English run, for the French portion would certainly soon expire were it not for English stimulus. It is as follows:—

Miles.		(Eng. time.)	Miles.		(Eng. time.)
	Paris .....dep.	A.M. 11.5	735	Perth.....arr.	A.M. 6.35
283	Charing-cross or Victoria, &c.	7.55		dep.	7.50
285	Euston.....dep.	7.55	1,040	Wick .....arr.	6.10

This exploit occupies 31 hours, or 33½ miles an hour on the average. It reads very simple, but from Paris to Wick is a tough nut to crack. First the perfidious Gaul, who, leap as he may at the mention of glory, is in practice much too shrewd of his own accord to burn unnecessary coal; then the little incident of a 25-mile passage across Channel, with the disembarking and the Customs examination; the choppy sea of gradients between Dover and London, the cab across town, the settling down in the new train; the midnight dash over Shap, followed by the braver one past the source of the Clyde; the pause for an hour and a quarter at Perth; the grander ascent after breakfast into Grampian solitudes, and the hurricane descent to Forres; with the final tortuous coasting till we reach Caithness and climb up into that desert of silence. It is impossible to compare this run of a thousand miles with any other elsewhere, for nowhere else is one attempted which involves half as many obstacles and difficulties; but if there were one similar it would probably be content with two-thirds of the speed. As for comfort, no journey could well be more luxurious. Leaving Paris at the leisurely hour of 11, a French breakfast should sustain the traveller through the horrors of one hour on a superb boat, and at Dover he has half an hour to refresh in; at Euston, if he have no time for dinner on the platform, he may preserve his soul in peace and take a dinner-basket into the carriage; when he has finished and smoked his last cigar a cosy bed awaits him in which he will sleep soundly, for the North Western will admit no passengers to disturb him between London and Perth: awake at Perth he has an hour and a quarter for a bath and a hearty breakfast; time again at Inverness for a good lunch, and scenery all the way which is of itself champagne. The 1,500 miles from London to Wick and back may be done by either of the three trunk lines at a cost of four guineas.

(*To be continued.*)

THE PROPOSED CATHEDRAL IN NEW YORK.

Several of the most eminent American architects have been invited by the trustees of the proposed cathedral to submit plans for an edifice which shall be the largest, costliest, and most enduring church structure in the United States. The cathedral, to be dedicated to St. John the Divine, will be built on land near the Hudson River. The exterior is to be of marble or granite, and no inflammable material is to be used in its construction.

NEW BOOKS.

"HILDEBRAND AND HIS TIMES."

"Hildebrand and His Times." By W. N. W. Stephens, M.A. (Longmans.) The "times" which Mr. Stephens includes in this excellent little treatise (one of the series entitled "Epochs of Church History") are made to extend to the Popedom of Callixtus II., a period extending as much as forty years beyond the life of Hildebrand himself. We have thus the history of almost exactly a century, for Hildebrand was born about 1021, and the Council of Worms, when the long-vexed question of the investiture was finally settled, was held in 1122. In that time the Papacy had risen from a condition of inconceivable degradation, culminating in the election of the twelve-year-old Benedict IX. (1033) to the eminence of the first Power in Christendom. And of this rise Hildebrand, as Pope and as the adviser of Popes, was mainly the author. Mr. Stephens has brought to his task a thoroughly adequate knowledge and a sympathy which was, perhaps, more difficult for an Anglican to acquire. He commands, too, a clear and vigorous style. The result is an eminently satisfactory volume.

"OUT OF WORK."

"Out of Work." One vol. By John Law. (Swan Sonnenschein and Co. 1888) The lady who writes under the pseudonym of John Law is specially well qualified—through prolonged personal investigations—to speak of life in the East-end of London. She is able to tell us in very truth how the poor live, and it is this undeniable stamp of reality in her descriptions which furnishes the chief attraction of her books. "Out of Work" is a story of to-day, and tells its own tale in its title. Joseph Coney, the hero, is one of that large class of misguided young men who yearly come up to London in search of work. He is a carpenter by trade; soon he sinks to the rank of a dock labourer, and finally becomes a hopeless loafer, living on the earnings of a friendly flower girl. The dismal story of slow starvation, the scenes in the doss-house, at the dock gates, in the workhouse casual ward, are all told without a shred of sensationalism, but they are none the less tragic. The hero is, in truth, a very unheroic person; such as he is, however, he has been made by the irresistible force of circumstances, and he may be taken as a type of thousands. Few people realize the utterly demoralizing effect which a futile and ceaseless search for work has on all but the most sturdy natures. More pathetic still is the study of the little flower-girl, nicknamed the "Squirrel," an English edition of one of Bret Harte's little heroines, with all the precocious 'cuteness of the street waif, utterly untrained and untaught, and yet loving the worthless "joy" with a quite heroic devotion. Both lives end in misery, no other ending being possible for either in the present condition of the working classes. John Law paints things as they are, and does not always spare even those who are accustomed to be regarded as public benefactors. The Toynbeeites may be trusted not to advertise the book by their praise, and Methodism, smug, self-complacent, and exclusive, in the midst of starvation and vice, is represented under its least edifying aspect, a representation not wholly undeserved. Perhaps the chapter on the Trafalgar-square riots is the least graphic in the book—it would require a Carlyle to do justice to such a scene—and the slight tone of irony which pervades it, is surely undeserved by the Socialists who were present. Nevertheless, "Out of Work" can be thoroughly recommended, and those who like to imbibe information in pleasant doses will find the book an eminently satisfactory medium.

"THOMAS CARLYLE AND JOHN STUART MILL."

"Thomas Carlyle and John Stuart Mill." By Edward Jenks, B.A. (George Allen, Orpington.) It being in the present age a common and well-founded complaint that the reading world is favoured with distinctly too many books rather than too few, one is disposed to question the wisdom of the University of Cambridge in making obligatory the publication of certain of its annual prize essays. Here, for example, is the winner of the Le Bas prize for 1888 forced into publication *nolens volens* by the rule of the Senate, and gently reminding us in his preface that *he* is not the party responsible for the issue of his treatise. "In compliance with the regulations," he says, "I now commit it to the press. I have no reason to suppose that it will escape the fate of many other prize essays, unless perchance the superior humanity of the subject may attract a notice which its treatment will hardly justify." As a matter of fact, this particular prize essay is considerably above the average. The sketches of the lives, characters, and philosophical views of Carlyle and Mill, which compose the main part of Mr. Jenks's book, are clear, forcible, and interesting; and, after all the obloquy that has of late years been poured on Carlyle, it is pleasant to find justice being done him by a genuine, yet not undiscriminating, admirer. It is easy to see that Carlyle, and not Mill, is the hero of Mr. Jenks's book, for Mill, though always respectfully treated, is apparently introduced rather to enhance Carlyle's genius than for his own attractions. If Mill, the "Apostle of Benthamism," is hung side by side with Carlyle, the "Prophet of the Latter Days," in Mr. Jenks's portrait-gallery, it is only that the greater glory and honour may result to Carlyle from the comparison; just as Claude is set by the side of Turner in the National Gallery that he may minister to the fame of his rival. The three closing chapters are devoted to estimating "the relative influence of Carlyle and Mill upon the world in which they lived" (which world, by-the-by, is allegorically denoted by the rather uncomplimentary title of "The Potter's Clay"), and to the consideration of certain minor points omitted from the central study. This is at once the most difficult and the least satisfactory part of the book, the unity and general effect of which is rather spoilt by the desultory and discursive meditations on Ruskin, Spencer, Bagehot, Matthew Arnold, Tennyson, and other writers, among whom, by the way, Mr. John Morley is somewhat unkindly alluded to as one "who rarely misses an opportunity of mounting the stump." Young writers, whatever their opinions may be, should avoid using "back-handers" of this sort. Mr. Morley may be a very wicked person, but his demagogic tendencies scarcely fall within the scope of an essay on Carlyle and Mill.

OCCASIONAL NOTES.

Lord Salisbury believes that we shall ultimately get the highly perfected system of organized police directed by the central Government which prevails in every country but our own, and, he should have added, with the exception of those countries where English notions of liberty prevail. This undisguised hankering after a foreign centralized system, which converts the police into a weapon in the hand of the despot, comes with bad grace from an English Prime Minister who heads the party of resistance to foreign innovations. As for his prediction, we need not disturb ourselves about that now. The danger was considerable down to last November. But Trafalgar-square has changed everything. The whole Liberal party is now committed to the principle of local control of the police, and that for all practical purposes settles the question.

Mr. Chamberlain is going to publish an authorized version of the negotiations between himself and Mr. Parnell in 1884 and 1885. He has the advantage of being assisted in drawing up a new and revised version by Mr. O'Shea, who is now entirely in Mr. Chamberlain's camp. The Chamberlain following consists of the brothers and brothers-in-law of Mr. Chamberlain, Mr. Jesse Collings, and Mr. O'Shea, who may be regarded as a kind of foster-brother of the great Panjandrum. We do not think that the Chamberlain-O'Shea version of the negotiations of 1884-5 will materially modify the true story which we published on New Year's Day, 1887, as to the origin of the National Council scheme.

The "demon of inaccuracy" which Mr. Balfour was once foolish enough to raise is uncommonly close upon his heels just now. On Friday last Mr. Morley called attention to the case of Mr. Latchford; and Mr. Balfour pledged himself to the following statements: (1) that "the case was undoubtedly one of riot," (2) that "Colonel Turner had been right in saying that it ought to be tried before a Crimes Court," and (3) that the law had not in any way been "stretched" against Mr. Latchford. Yesterday Mr. Latchford's appeal was heard, and Mr. Baron Dowse gave the lie direct to every one of Mr. Balfour's statements. (1) He quashed the conviction, because "it was impossible for one man to commit a riot." (2) He asked, "Why was not the ordinary law sufficient to grapple with this case, without bringing it under the Crimes Act?" (3) And as for the stretching of the law against Mr. Latchford, every one can see what Mr. Baron Dowse thought by his incredulous inquiry when Mr. Latchford was brought up in prison garb: "Is this gentleman a Moonlighter?"

Mr. Balfour's speech was made on Friday; Baron Dowse's refutation of it came on Monday. But in another instance retribution was even quicker. This was in the matter of prison discipline in Ireland, which Mr. Balfour declared last night was exactly the same as prison discipline in England, except that the former was somewhat more favourable to the prisoners. Mr. Balfour did not profess to be well versed in the details. He was immediately followed by Mr. Dickson, who as a member of the Irish Prisons Commission *was*. And what Mr. Dickson said was that "one might as well compare hell and Paradise as the state of things which he witnessed in Irish prisons and in English gaols."

The explanation given by Mr. Dickson of the difference is very instructive. On paper the two systems are very much the same; but in practice they are entirely different, for whereas "in English prisons the medical officers and the chief officials were independent and acted upon their own judgment, in Irish prisons they were simply tools in the hands of the Government of the day. Even with regard to small points they were bound to take their instructions from the Executive in Dublin." This general statement entirely agrees, it should be noticed, with the particular instance alleged by Mr. Lane in the case of his dealings with Dr. Ridley. The English prison rules are severe enough, but the officials are better than the system. In Ireland they would be if they could, but the Castle will not let them. Hence the deaths of Mr. Mandeville and Dr. Ridley, and hence the striking fact that "treble the proportion of Irish to English prisoners become insane."

Paris and Brussels have caught the Italian "plaque fever," and the city authorities are eagerly finding out the houses in which great men have lived or died, and chronicling the distinction by the insertion of votive tablets. In Genoa, Rome, and Florence there is not a street but has two or three houses so distinguished, and the civic authorities, with commendable catholicity, ignore nationality but recognize genius. In Genoa the hotel where Daniel O'Connell died has a medallion with a portrait of the liberator let into the façade. In Rome Keats's last lodging and Sir Walter Scott's last place of residence are similarly distinguished. In Florence the Casa Browning, near the Pitti Palace, is marked for all generations to come. With us in London the duty has been sparingly and capriciously discharged. We recognize Byron, Dryden, Napoleon, and Mrs. Siddons. We ignore Lamb, Goldsmith, Dickens, and Thackeray. The "plaque fever" has now spread across the Atlantic, where it has broken out suddenly and rather badly. Last week the theatre at Buenos Ayres was adorned with a challenging inscription to the effect that Adelina Patti, the greatest lyric artist in the world, had sung within its walls. If Augustus Harris follows suit, Drury Lane will be faced with marble.

Bank Holiday has unfortunately not passed without a serious railway accident. The collision at Hampton Wick about midnight has cost five or six lives, and there are about twenty other passengers more or less seriously injured. At a time when every one is congratulating the railways upon their increased speed, this accident occurs inopportunely as a reminder of the constant risks to which all railway travellers are exposed. The very sensation, however, that is produced by such an accident as that which we chronicle to-day is the best testimony to the rarity of serious catastrophes on our suburban lines, which are among the most crowded, but on the whole the best served railways in the world.

As compared with 1876, says the summarist who compiles the agricultural returns in *Bell's Weekly Messenger*, the rents in Nottingham, Leicester, Northampton, Warwick, Oxford, Bucks, Berks, Middlesex, Hants, Sussex, Surrey, and Kent have undergone a general reduction of from 20 to 50 per cent. This has been effected by voluntary arrangement between landlord and tenant. In Ireland the landlords needed every reduction to be wrenched out of them by law. The reduction in England is greater than appears at first sight, for English rent includes interest on capital expended in improving the farm, whereas in Ireland the capital is found not by the landlord but by the tenant: 50 per cent. off an English rental is therefore often equivalent to 75 per cent. or even 90 per cent. off an Irish rental. We are glad to see that in all the above counties save Surrey and Kent land is letting more freely now than it did between 1880-1884.

More hedging in high places! "I have never relied," said Mr. Balfour in Kent yesterday, "on the accusations advanced by the *Times* . . . . and the case which I have made, or believe myself to have made, against the Gladstone-Parnellite party will not be one whit weakened if every single word in the pamphlet 'Parnellism and Crime' were proved to be a baseless accusation." Mr. Balfour is a philosopher, and is clearly resolved to be *in utrumque paratus*. If the fishing Commission finds anything useful against Mr. Parnell, what prescience Mr. Balfour will be able to boast! He knew all along there was plenty of dirt in the stream, If, on the other hand, the Commission fails, why what of that? Ministers never believed in the particular dirt thrown by the *Times*.

"Chacun a son goût." The French provincial and foreign savants who have been gathered together at Paris to make, in special congress, a study of tubercular diseases, have interrupted their arduous labours by a day's pleasuring and repose. By way of doing this in the best and most profitable manner, they went to forget the burden of their work at the Alfort Veterinary School, having been invited by cards of invitation, on which the following alluring promises were set forth: "Présentation d'animaux malades, autopsies d'animaux tuberculeux." Unable to withstand such attractions, the "bacillus party" went forth with one accord to take its ease among bacillus-ridden horses, cows, monkeys, and fowls of many kinds. After having thus spent a happy day, the party made its bow to the statue of Claude Bourgelat, who founded the veterinary school at Alfort in 1768, and returned to its discussions on bacilli and their dangers to the human race, deciding "the world of animals of more than two paws" to be a vastly more docile and obedient clientèle than that with which medical men have ordinarily to deal.

"A case which is at present agitating the vestry of St. Martin's," writes a correspondent, "is an illustration of the necessity for extending the inquiry by Royal Commissions into the doings of the London vestries, as you urged on Saturday. St. Martin's vestry has borrowed £40,000 for the purpose of erecting a town hall, and by a majority of 18 to 10 the post of architect has been given to Mr. Walker, the district surveyor. Now the appointment is objectionable on two grounds, (1) that Mr. Walker has in his official position to supervise the building of which he himself is the architect, and (2) that for a public building of this nature the appointment of architect should have been thrown open to competition. Equally objectionable are the means by which the appointment is said to have been secured. It was openly stated at the meeting that members of the vestry had been coerced, cajoled, or bribed, and that by his official position Mr. Walker was in a position to improperly influence members. These are serious charges, and although they were denied, they demand inquiry."

Since the "aperture" of the Barcelona Exhibition, with the splendours of which we acquainted our readers at the time, many great and imposing spectacles have been witnessed by visitors to the "Exposition," and nothing worthy of notice has escaped the lively *Moniteur*, which has spread the "fame of the fair" in four languages all over the civilized world. But

the end is coming, and the end will be as brilliant and sumptuous as befits the occasion, as may be inferred from the following extracts from the last number of the *Moniteur* :—

The Feasts Commission, whose members meet with admirable firmness every sacrifice to please the visitors of the exhibition, is taking proper means to confer a greater splendour and a peculiar charm to the enchanting night-revels which is offered already to them. In that time, all theatres shall be opened with new artists and new plays. At last, on the 24th September, Our Lady's of Mercies feast, there shall take place the solemn coronation of the Virgin's statue, followed by a procession. We believe we may state that, about on that same epoch, the jury will do his appointed task. Happy jurymen! how many pleasures are waiting to welcome them in a worthy manner!

The only pity is that together with feasts, commission, and happy jurymen, the *Moniteur* will vanish from sight, for to its efforts, no doubt, much entertainment is due which the exhibition has afforded even those who could not, in the flesh, be present at Barcelona.

There can be no doubt that lady tricyclists are on the increase. This being so it is important that young girls and women should be properly protected from the insolence of street roughs. The other day in Chelsea—paradise or inferno of roughs—a young girl of fifteen was forcibly dethroned by a couple of boys, who proceeded to take a ride on her machine, and only restored it on the threat of a passing gentleman. Where were the police? Possibly in the neighbouring public. But had they been looking on it is doubtful whether they would have interfered. Surely it is time for some definite instructions to be issued. It is a new nuisance, but scarcely yet an officially recognized one. Roughs will run in your way—dirty boys will crowd round and handle your machine—try and upset you—scream filthy language after you; and under what law do they at present come?—is there no law which can be stretched to protect our wives and daughters in their innocent and healthful recreations? Why can't two girls go out on a sociable without being insulted and next to assaulted by larrikins and boors? Perhaps one of our legal readers will kindly quote some law which covers such cases, and which it would be possible for even a policeman to understand and act upon—without "exceeding his duties"!

Mr. Raikes, the Postmaster-General, to whose dictum that post-cards were properly surcharged on delivery when any amendment of address had been made we recently referred, has climbed down, after the manner of Government officials. It is now understood that an erasure and amendment of an address are not to constitute a red-tape transgression of the rule against writing anything except the address on the part of a post-card; and "instructions" are to be issued "that for the future a post-card need not be charged for any alteration which is evidently a mere amendment of the address, or any obvious substitution of one address for another, it being perfectly clear that the card had not been previously used." This is what Mr. Raikes has now written to Mr. Joseph Knight, who first raised the question, and Mr. Knight is to be congratulated on having by his persistency brought Mr. Raikes to take a common-sense view of the situation.

THE NIGHTMARE AT THE LYCEUM.

NOTHING more horrible has ever been seen on a stage than the appearance of Mr. Hyde in the moonlight at the drawing-room windows of Sir Danvers Carew. Imagine a crouching imp of stunted stature, misshapen and crookbacked, halting in his gait, a mass of towzled black locks covering his forehead, his eyes glowing like coals, without teeth, and varying his raucous bass tones with hisses and gasps, and you have a feeble idea of the compound of Quilp and Caliban which leaps with an awful cry on the breast of the terrified baronet, bears him to the ground, and chokes the breath out of him. Who can wonder that a murmur of fear and horror runs through the shuddering audience? This scene concludes the first act of the Lyceum version of Mr. Stevenson's psychological study, and is far the most striking of the three chief situations in the play. The second of these is the extraordinary change before the eyes of the audience from Jekyll to Hyde, the third being the highly effective scene in the laboratory in which Jekyll is in momentary expectation of becoming the obscene Hyde, the one occasion when Jekyll rises above the walking gentleman. We believe that Mr. Mansfield claims to have improved the original character of Jekyll by making him grieve for the hideous sins of his evil half, but it is difficult to understand how an actor who is possessed of such abilities as Mr. Mansfield should show us a Jekyll who is a mixture of a smug young shop-walker and an æsthetic curate, who wishes to be well with the ladies. That is Mr. Mansfield's idea of Dr. Jekyll, whom we have hitherto regarded as a clever scientific gentleman with the very devil inside him. In the last episode of a play that is only a series of episodes, Jekyll becomes for once a remarkable man. Imagine him locked up in his laboratory, fitted up, by the way, like the retreat of a mediæval Faustus, pacing to and fro in mortal agony. The drug, which was once so potent in effecting convenient transformations, cannot be procured in its native purity, and with its purity its potentiality has gone. Hyde has become the master of Jekyll, who is in momentary fear of the terrible transformation, and once Hyde he knows he is a doomed man, for Hyde is wanted for the murder of Carew. So great is Jekyll's agony that he writhes in unutterable torments before he dares to lift his hands from his face to test his features by the mirror. Fine as was this effort, it does not bear repetition, and Mr. Mansfield will be wise if he consults the glass once only. The horrible struggle continues until Jekyll sees through his window the figure of Agnes Carew, the daughter of the baronet whom as Hyde he has murdered, and to whom he was betrothed. A fearful cry of despair is heard, and Jekyll disappears for ever. The malignant Hyde leaps down the stage, swallows the poison which is on the table, and falls in his death throes just as the door is broken in and the detectives enter the room.

It would be impossible to make an effective stage play of Mr. Stevenson's little book. Mr. Sullivan, who is responsible for this version, has assumed that every one is familiar with the grim story, which is surely a great mistake. Until the third act no one, unless he happens to have read the book, could for the life of him appreciate the fiendish pranks of Hyde, or the melancholy rhapsodies of Jekyll. A young lady and a little love were supposed to be necessary, and Sir Jasper Carew is given a daughter, to whom Jekyll is engaged. And thus are the horrors piled up, higher and higher, as Jekyll becomes through Hyde the murderer of the father of the girl whom he is to marry. One of the best passages in Mr. Stevenson's book is the description of the search for Hyde in Soho. This den, exterior and interior, is the scene of the second act. "Two doors from one corner, the line was broken by the entry of a court; and just at that point a certain sinister block of buildings thrust forward its gable on the street. It was two storeys high; showed no window, nothing but a door on the lower storey and a blind forehead of discoloured wall on the upper; and bore in every feature the marks of prolonged and sordid negligence. The door, which was equipped with neither bell nor knocker, was blistered and distained. Tramps slouched into the recess and struck matches on the panels; children kept shop upon the steps; the schoolboy had tried his knife on the mouldings; and for close on a generation no one had appeared to drive away these random visitors or to repair their ravages." Such is the exterior of Hyde's den in the purlieus of Soho, admirably reproduced on the stage, in which part of the second act takes place, shifting presently to the interior, which presents a striking contrast to its external aspect, with its lofty walls, and an equipment which is apparently luxurious. Hither comes Hyde, pursued by detective and lawyer, and another horror is added in the person of the raving miseress who acts as Hyde's housekeeper. The third act takes place in Lanyon's consulting-room, in which as the neighbouring clock strikes twelve Hyde appears, in compliance with Jekyll's note, to obtain the transforming drug from Lanyon. Here, amid thunder and lightning, Hyde swallows the powder and becomes Jekyll before the audience. The murder of Carew is the most terror-striking of Mr. Mansfield's efforts, because it is so grotesquely horrible, and takes the audience by surprise, but it is over in a few seconds. The scene with Lanyon is prolonged, and calls forth all the actor's powers. The facial change, which is made with extraordinary rapidity, is a remarkable *tour de force*, and is effected without the intervention of the wigmaker. And not less remarkable is the change from the penetrating, raucous tones of Hyde to the musical but sonorous voice of Jekyll. Then comes a brief episode in Jekyll's hall, followed by the final scene in the laboratory, upon which the curtain drops. So ends a most horrible play, which will, we believe, attract all playgoers by the extraordinary impersonation of the abominable and apish Hyde. It makes your flesh creep; the auditorium is in semi-darkness for the greater part of the evening, there is absolutely no relief from the sombre, but we venture to prophesy Hyde will draw crowds in London just as it has done in America. The critic may curse the morbid and the horrible, but the craving for them is deeply rooted. Scratch John Bull and you find the ancient Briton who revels in blood, who loves to dip deep into a murder, and devours the details of a hanging. If you doubt it, ask the clerks at Mr. Smith's bookstalls, ask the men and women and boys who sell newspapers in the street. They will tell you. For the same reasons, then, a great many people will go to see Mr. Mansfield's Hyde. The Lyceum nightmare, by the way, lends itself admirably to burlesque. Hyde's hiss (produced by a respiration through his clenched teeth) may become as familiar as the war-whoop of Buffalo Bill's Indian warrior. We may perhaps express a hope that the 'possum-like leap with which he pounces on his victims, and the claw-like paw with which he strangles them, may not suggest a new method to the garrotter.

THE PANTOMIME AT THE OPERA COMIQUE.

Mr. Stevenson, who appears to have been coquetting in his careless fashion with both the rival Dr. Jekylls, would have been sorry for his sport had he heard Herr Bandmann's speech at the Opéra Comique last night. He might have survived the actor's declaration of "devoted friendship and ardent admiration," but it would have been a shock to him to hear it asserted that he "warmly reciprocates" these sentiments. There is not a single redeeming feature either in Herr Bandmann's play or in his acting. The adaptor has adapted, not Mr. Stevenson's book, but Mr. Mansfield's play, annexing piecemeal the ideas of the other playwright, omitting all attempt to evolve the action logically from its initial postulate, inventing nothing (except an apotheosis of Jekyll!) and vulgarizing everything. As for Herr Bandmann's performance, it lacked even the ordinary adroitness of the "quick-change artiste." The stage was always darkened, without rhyme or reason, for his changes, and yet we could see the whole process; while the most hideous mechanical appliances could scarcely make his Hyde more unpleasant than his Jekyll. The production is as tedious as it is puerile.

STAG ACCIDENTS.

COLONEL SOWERBY'S tragic disaster will add exciting incidents to the by no means long list of recent accidents with stags, tame and otherwise. Cases of death from stag accidents were by no means uncommon when there was more sport with the animal in paled enclosures. This was a form of amusement Queen Elizabeth was very fond of, as may be gathered from several sources. In 1595 it is said in Nichol's account of her progresses: "Then rode her Grace to Cowdrey to dinner, and at about six of the clock in the evening sawe sixteen bucks pulled down with greyhounds in a laund." Spectators were occasionally injured by ferocious stags breaking through, and it is believed that the sport grew less fascinating when it became more dangerous.

The sport was with fallow deer, and they are much more even-tempered than other varieties not so accustomed to the comparatively smooth ranging ground of a park. It was at first thought that Colonel Sowerby's accident was with a fallow deer, and that made it appear the more extraordinary, considering the time of the year. But it now turns out that the animal was a specimen of the *axis*, or spotted deer, of which there are varieties in India and Ceylon, and were until within the last few years some specimens at Vladivostock. Indian sportsmen know how uncertain is the temper of the "spotted hog-deer," and Colonel Sowerby's Egyptian animals may have been imported from India in the first instance. The stag was surly, and kept muzzled, which would not add to its amiability. There can be little doubt that the photographic apparatus excited the animal, aroused its combative instincts, and made it think itself at bay and compelled to charge.

If there is anything that will make a stag fight it is the extension of the arms, as if to enclose it or to arrest its progress. It is on record that a peasant in the New Forest, seeing a stag advancing, extended his arms in the way so effective in stopping sheep or other animals. The stag held on his way, to the utter astonishment of the peasant, darted his sharp horns into the man's body, lifted him up in the air, and carried him some distance, sticking to his horns. The man was immediately removed to Lymington, where he lay for some days dreadfully ill, but eventually recovered. When the Duke of Bedford was Lord Warden of the New Forest, he had a not unlike experience. One of his mounted huntsmen crossed the path of a stag, and so stirred his spirit of self-defence. The animal charged, and gored the horse so terribly that it died. A hunting Emperor named Batels was, according to a quaint writer on the art of venerie, "slayne with a hart in the breaking of a bay," though he had been famous for doughty deeds of chivalry against human beings. The incidents are not recorded.

Stags, whether tame or wild, unless wounded or erroneously fancying themselves "at bay," seldom attack men, except in the rutting season, when they are very surly and erratic. A friend of the present writer's was driving through a park in the rutting season, when a fallow stag, with immense antlers, slowly showed himself in the darkness, and prepared to charge the dog-cart. He was kept off by a free use of fusees and some cautious driving, so as not to needlessly stir his hunting blood. The Hon. Mr. and Mrs. Maule Fox, when at Taymouth in October, 1836, did not fare quite so well. Some red deer were confined in the park, and they were driving through to Dalguise in the enclosed part where the deer were kept. Suddenly "the lord of the demesne" was seen standing in the centre of the roadway they would have to traverse. He had either heard the noise of wheels or his keen sense of smell had been excited. The postboy was ordered to drive slowly along. The animal retired to a small hollow by the road, sulky but vigilant. As the carriage approached he wheeled into a parallel position, and then gracefully paced ahead. With startling suddenness he then charged the off-side horse, plunging his antlers right into its chest. The wounded horse struck the stag, and in their fright the pair of horses ran off the road, nearly upsetting the carriage. There was a furious gallop to the gate, the blood streaming from the horse, and the inmates of the carriage in terrible alarm. The horse lived for two or three hours.

The strength of a stag is much greater than would be supposed. A huntsman of long experience in the forest of Athole, a powerful man, once got behind a stag at Glenmore. The animal was at bay. The man took hold of his hind leg, and essayed to throw him over. The stag struck out with both his hind legs. One hoof smashed the huntsman's watch, and the other caught him in the mouth, knocking out one of his teeth, and sending him sprawling on the ground. Another incident has a curious combination of humorous and tragic elements. A huntsman crept up to a stag, and seeing it apparently asleep put his hunting knife in his mouth, and sprang upon the animal. The stag rose with the man on his back, holding on by the horns, and rushed down the rugged hill-side, through a stream, with his victim clinging to him for dear life. Here the animal's cunning failed him. He began to mount a hill on the other side of the brawling torrent, and his pace slackened. The huntsman saw his only chance. He loosened one hand, took the knife from his teeth, and drew it across the stag's throat. The deer fell forward, and his slayer executed a somersault in the air, falling heavily among the rocks and heather.

It remains to add that deer are particularly susceptible to music, if they object to extended arms and the tripod of a camera. Playford records a remarkable instance. "I met on the road to Royston," he says, "a herd of about twenty bucks following a bagpipe and a violin, which, while the music played, went forward; when it ceased they all stood still; and in this manner they were brought out of Yorkshire to Hampton Court." There was no accident by the way.

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At Home and Abroad.

It is expected that the youngest son of the German Emperor will be christened at the Marble Palace at Potsdam, on Sunday, the 26th instant.

It is semi-officially stated in Rome that the German Government approves of the attitude assumed by the Italian Government in connection with the occupation of Massowah.

It is stated that the Empress Frederick will probably remain with her daughters at Friedrichskron until the end of this month. Her Majesty is said to be suffering from neuralgia.

It is telegraphed from Belgrade that Queen Nathalie has informed the Metropolitan that she is determined to appear in person at the proceedings of the Consistory in connection with King Milan's application for a separation.

Advices received at San Francisco from New Zealand concerning the wreck of the British ship *Star of Greece* in Aldinga Bay, near Adelaide, on the 13th ult., state that seventeen persons, including the captain, were drowned.

The total number of admission to the Glasgow Exhibition yesterday was 27,948, making total admissions since opening day 2,435,607.

Mr. G. W. Taylor, an Australian, who is Liberal candidate for the West Denbigh division, has promised £500 towards establishing a Welsh lectureship at the University College of North Wales.

Sir M. H. Beach, Sir J. Corst, Sir R. Temple, M.P., and Mr. Kennedy, of the Foreign Office, have promised to attend the Autumnal Conference of the Associated Chambers of Commerce at Cardiff.

The Incorporated Institute of British Carriage Manufacturers opened their annual conference at the Glasgow Exhibition yesterday. Members were present from all parts of the three kingdoms.

A protocol, regulating the legal *status* of Joint Stock Companies in England and Greece has been signed by Sir E. Monson, the British Minister, and the Greek Minister for Foreign Affairs.

The Archbishop of York has appointed the Rev. W. M. Lane, vicar of Normanton, to the rectory of Beeford, near Driffield, East Yorkshire, vacant by the death of the Rev. Canon Trevor.

Yesterday afternoon 100 men were thrown idle in the shipbuilding yard of Messrs. Napier and Son, Glasgow, owing to a dispute among the heaters of rivets.

Mr. Patrick O'Brien, M.P., now undergoing imprisonment in Kilkenny gaol, has notified to the coroner presiding at the inquest on Dr. Ridley that he can give important evidence.

Patrick Kelly, a seaman, was yesterday, at the Bow-street police-court, charged with the murder of two men named Chappell and Parry, during a voyage to New York on the steamship *Erin*, and was remanded for a week for the Treasury to take up the prosecution.

The Prince of Wales is shortly expected to arrive at Homburg, near Frankfort. The Grand Duke of Mecklenburg Schwerin, it is announced, will also be a visitor there about the same time. Several great fêtes are to be given by the authorities during the Prince's stay.

A Chester correspondent states that the vacancy caused by the translation of Dr. Stubbs to the Bishopric of Oxford has been offered to and accepted by Dr. Barry, Bishop of Sydney, and formerly Master of King's College School.

In the Queen's Bench Division, yesterday, Mrs. Annie Frost, who has been committed for trial on three charges of conspiring to obtain money by false pretences, was admitted to bail in her own recognisance of £500 and two sureties of £250 each.

William Brown, fitters' labourer, residing in Edinburgh, fell from the top of the strut upon a south cantilever of Forth Bridge yesterday and alighted in the water. Peter Carroll, who is a strong swimmer, dived in after him, but failed to find him. The body was recovered by boats about half an hour afterwards.

The Registrar-General, in replying to a letter from a correspondent, says the marriage statistics in the annual report show that the rate of persons married to population has almost uninterruptedly declined year by year from 17.6 per 1,000 in 1873 to 14.1 in 1886.

Thomas Wolsey, giving an address at Shadwell, was brought up at the Marylebone police-conrt yesterday, and committed for trial on the charge of burglariously entering a house in Harley-street, and stealing a quantity of property, during the absence out of town of the owner and his family.

Mr. F. E. Sawyer held an inquest yesterday, at Brighton, on the body of George W. Howard, who was drowned while bathing off the beach, on the previous day. The deceased got out of his depth, and, being unable to swim, was drowned before help could arrive.

A Durban telegram says 100 dragoons, 50 infantry, and 130 native police have joined Major McKean's column, which is advancing in a parallel line with the M'Konjeni column upon the Ceza Bush. Various reports are current respecting Dinizulu's whereabouts and intentions, but nothing authentic is known.

At the sitting of the Dublin Commission of Oyer and Terminer, Mr. Justice Murphy was presented with white gloves by the Commission of Dublin Sub-Sheriff, there being not a single case to go before the grand jury of the county. Mr. Justice Murphy said that there was no precedent for this within the last quarter of a century.

Shortly after midnight on Saturday there was a riotous attack on the police in Marylebone. The constables had trouble with some disorderly persons, when a crowd gathered and hurled brickbats, stones, and other missiles at the police. A batch of young men were charged at Marylebone police-court yesterday with offences arising out of the riot, and were remanded.

The Admiralty have given a contract to Messrs. Maudslay, Sons, and Field, London, for engines of 20,000-horse power, for the new swift cruiser *Blake*, at an estimated cost of £140,000. This is said to be the highest engine power put into any vessel of the Royal Navy. The *Blake* is now under construction at Chatham Dockyard.

The partridge season, which opened in Austria on the first of this month, will, it is said, be one of the worst on record. Birds perished wholesale during the severe winter, and were found by the hundred frozen in the snow. The coveys are small and backward, so that in many cases it has been decided to delay the opening of the shootings for a fortnight.

Mr. Justice Wills at Birmingham yesterday tried an engine-fitter named Jones who was charged with causing the death of a little girl named Florence Mabel Harris. The accused had been on familiar terms with Mrs. Harris, but having been required to quit, he bought a revolver, and going to the house attacked Harris, his wife, and two children. The child Florence died at the hospital a few days after. The prisoner was found guilty and sentenced to death.

THE RESULTS OF THE IMPERIAL CONFERENCE.

The *Figaro* publishes, under reserve, a despatch from Berlin which purports to give the practical result of the Emperor of Germany's recent visit to St. Petersburg. If the information were to prove correct, writes the *Standard's* correspondent, it would be of the highest importance, and it is, at any rate, interesting, as it is one of very numerous signs of the uneasiness felt in France relative to the position of the Republic, which it is felt has been modified to its disadvantage by the renewal of more cordial relations between Germany and Russia. The *Figaro* telegram is as follows:—

Berlin, August 5.—Another theatrical surprise is being prepared, and it would seem that we are now about to learn the results of the Peterhoff interview and of the voyage of William II. to the Courts of the North. The Chancellor of the Empire first informed the Cabinets of Vienna and Rome that an understanding has been come to between Russia and Germany. That understanding is, it appears, founded on such bases that it must necessarily have an influence on the relations of Austria and Russia. It would appear that understanding is based on the settlement of the Eastern Question in conformity with the wishes of Russia and on a considerable reduction in the Customs tariffs of the German and Russian Empires. It is said the protocols on these two questions were drafted during the stay of the German Emperor at Peterhoff. The *Chancelleries* are at the present time elaborating the definitive text of the diplomatic documents which the Sovereigns are, it is affirmed, to sign at an interview to take place at the end of the month of August. The Sovereigns of Austria and Italy, and perhaps also other Sovereigns, will countersign this arrangement, which is considered by those who surround Prince Bismarck as the consecration of the pacific policy of Germany.

AN INTERVIEW WITH GENERAL IGNATIEFF.

On the occasion of the late Christian festival at Kieff the correspondent of the Hungarian semi-official journal *Nemzet* had a conversation with General Ignatieff. On the correspondent of the journal referred stating that, at the present moment, the Hungarians were less anxious to avenge the defeat of Villages, than to protect themselves against Panslavism, the General smilingly inquired, "Where did you find the word Panslavism? Why must you defend yourselves against Panslavist aims? We Russians do not wish for conquest; we have no desire to wage war for the Slavs; it is not by bayonets, but by force of culture that we aim to work. So far as we are concerned the Hungarian nation may rest in peace." His interlocutor then remarking how entire Europe is convinced of the aggressive intentions of Russia, General Ignatieff replied: "What a mistake! You crossed the frontier at Voloczyska, and travelled twenty-four hours to Kieff; did you see a single Russian soldier on the Russian frontier? Yet on the Austrian frontier Austrian troops are every where to be met with! How, then, can it be pretended that it is we who are preparing for war? No, it will not be Russia who will begin it, but, if Austria does, you will find us ready. It is to be regretted that, as you say, entire Europe believes peace to be threatened by Russia; but this cannot be taken seriously. It is evident that such an opinion has been formed by organs unfitted to judge." The General then complained of the tone of the Hungarian press against Russia, and expressed the opinion that it originated with the Jews.

GENERAL BOULANGER BEGINS HIS CAMPAIGN.

General Boulanger has begun his electioneering campaign. He is a candidate in both the Somme and Charente Inférieure at the Legislative Elections to be held on the 19th inst. He seems to have entirely recovered from the wound he received in his duel with M. Floquet, and started on Sunday night for Saintes, in the Charente Inférieure, where he arrived yesterday morning. He was cheered by a band of workmen as he left the station, and a little crowd collected in front of the Hôtel des Messageries, where he is stopping. The Royalist Electoral Committee of the Charente Inférieure has addressed a sort of manifesto to the electors, protesting against Royalists giving their votes in favour of the General. It condemns his Socialist-Radical programme, points out the danger of foreign complications, and describes the General as "a revolutionary General, who no more hesitates to disavow his signature than to proscribe his benefactors."

THE CHANCES OF THE FISHERIES TREATY.

It has been generally assumed that the Fishery Treaty would be rejected by the Senate during the present session. This was undoubtedly the intention of the Republican senators, but they may not (the *Daily News* correspondent thinks) be able to carry it out. The Democrats insist that if the final vote be taken before the Presidential election the treaty must be rejected by a quorum of Republican senators. The Republicans have only a majority of two when every Senator is present. One of their side has gone to Europe, and another to his home in Vermont owing to delicate health. Both these absentees paired with Democrats. If they refrain from voting the Republicans cannot secure a quorum, and action in the matter will be impossible.

MORE CAPTURES BY BULGARIAN BRIGANDS.

A Vienna correspondent telegraphs:—I learn from Philippopolis that the Bulgarian brigands have carried off two rich merchants of Mustapha Pasha. I also learn from a relation of the captured Austrian that Baron Hirsch has supplied the ransom demanded. As, however, four messengers have been stopped by the Bulgarian soldiers, who have orders to surround the band, it is feared by the relatives of the captives that the money will not reach the hands of the brigands.

MORMON AND GENTILE COMBINE.

The evil of Mormonism may perhaps, says an American contemporary, give way before milder treatment after heroic measures have failed. The laws against polygamous marriage have not been enforced, because public sentiment was against them, but the Mormons are themselves becoming tired of the system. They see that the plurality of wives interferes with the prosperity of their territory, and prevents the immigration of intelligent settlers that would otherwise gladly pour into the territory. The Mormon and Gentile population have therefore suspended their long warfare and combined to promote immigration. Four Gentile aldermen have been elected by Mormon votes, and all are united in presenting the attractions of the territory in as strong a light as possible. Heretofore immigration into Utah has been mainly promoted by Mormon missionaries, and of course from the lowest and least intelligent classes of Europe. The influx of new and better blood will do more to destroy Mormonism than will anything else; and if Gentile and Mormon unite in seeking this, the territory will offer many attractions to Eastern enterprise and capital.

C. BRANDAUER and CO.'s Circular Pointed Pens write as smoothly as a lead pencil, and neither scratch nor spurt, the points being rounded by a new process. Seven Prize Medals awarded. Assorted sample box 6d., post free for 2 stamps from *C. Brandauer and Co.'s Pen Works, Birmingham.*

THE LABOUR TROUBLES IN FRANCE.

A FATAL CONFLICT.

The navvies still continue to perambulate Paris, trying to induce their fellow-labourers to join the strike, and their proceedings naturally give rise to continuous riots. Yesterday's meeting at the Bourse du Travail was noisier than ever. The waiters held a meeting there also, and afterwards marched out into the Rue Montmartre, but although every effort was made to create a disturbance the police succeeded in dispersing the groups.

A Laon telegram says:—The French workmen employed in the Bray tunnel having struck because Italian navvies were also employed, the contractor assented to their demand for the dismissal of the Italians. The strike ended on Saturday last, on the evening of which day seventy Italians, armed with revolvers, entered the works. A conflict ensued between them and the French navvies, in which one Italian was killed and four others were wounded. The canteen, which was kept by an Italian, was sacked yesterday evening.

AN EXCURSION TO CENTRAL ASIA.

An interesting excursion train will leave Paris on the 11th of September for Central Asia. Upon that day, the International Sleeping Car Company will, by arrangement with General Annenkoff, the constructor of the Trans-Caspian Railway, start a train made up of dining-room, drawing-room, and sleeping cars, &c., for Vienna, where there will be a stoppage of twenty-four hours. The next halt will be made at Kieff, where two days will be allowed, and the same at Odessa. From Odessa the excursionists will be conveyed by water to the Crimea, and after a stay of five days in that peninsula they will embark for Novrossick, going on by rail to Vladikavkas, in the north of the Caucasus, and thence to Tiflis. After a stay of two days at Tiflis, they will visit Baku and its oil wells, crossing the Caspian to gain the new railway to Samarkand, where they are due to arrive on the 30th of September. They will visit Merv and Bokhara, returning by the south of the Black Sea—that is to say, they will proceed from Baku to Batoum, by way of Tiflis, and thence to Constantinople, putting in at Trebizond, Sansoun, &c. Five days will be allowed at Constantinople, the return journey being completed by the new lines through Bulgaria and Servia, with twenty-four hours at Sophia, Belgrade, and Pesth. The excursionists will reach Paris on the 30th of October, and the cost of the excursion, including railway fares, carriage hire, interpreters, food, &c., will be £200 for each person. A doctor will accompany the train, and the issue of tickets will be limited to members of certain leading clubs in France and England.

THE UNITED STATES AND CANADA.

In the American Senate yesterday, Mr. Blair (New Hampshire) introduced a resolution requesting the President to open negotiations with Great Britain, in which Canada should be represented, with a view to the settlement of the present differences, and especially for arranging terms for the political union of Canada, or any of its provinces, with the United States, subject to the approval of the Canadians interested and to the ratification of the Senate, such union to be of a Republican form, and in accordance with the general system of the Constitution of the United States. The resolution further provides that the negotiations may embrace such other compacts as may be deemed necessary to the peace, happiness, security, and general welfare of the British dominions and the United States.

THE INUNDATIONS ON THE CONTINENT.

Reports still reach Vienna from the provinces of the havoc caused by the continued rains, and steps have been taken to close the arm of the Danube running through Vienna by means of the block-vessel anchored at Nussdorf. In many districts the crops have been washed away, and the bridges and river and railway embankments destroyed. The towns of Trautenau, Gross Meseritsch, Reichenberg, and a large number of villages are under water. A fearful hurricane has swept over a great part of the country, uprooting trees and damaging the churches and houses. Telegrams from Hirschberg, in Silesia, announce that the inundations there continue to subside. The damage done to the mountain railway between Hirschberg and Lauben is estimated at over a million marks.

ANOTHER SCIENTIFIC TRIUMPH.

Professor Elisha Gray, of Illinois, has, says the New York correspondent of the *Daily News*, obtained letters patent for a combination of instruments called the "Tetantograph," consisting of a transmitter and receiver. It is designed for transmitting messages by wire between distant points by the sender in his own handwriting, thus doing away with skilled operators. The invention is based on the discovery of a new principle in controlling the electric current, whereby a pulsatory current is produced, all previous attempts to transmit handwriting having been based on the use of a variable current. The invention is reported to work so accurately and rapidly as to give promise of being commercially successful. Several attempts have been previously made to devise an apparatus of this kind. Mr. Edison had so far succeeded six or eight years ago that at Menlo Park, with a laboratory apparatus, autograph messages were sent with entire success, so far as reproduction of the message at the other end of the line was concerned. It worked at a fair rate of speed, but not so rapidly as was desired. His other work drew him away from this investigation at a time when the apparatus seemed to be approaching perfection. Professor Gray has no doubt reached the same end by other means.

ENGLISH SETTLERS BESIEGED BY INDIANS.

A correspondent writing on the 17th ult. from Victoria, British Columbia says:—"Victoria was in a state of excitement this morning owing to the departure of the 'C' battery and a party of special constables for Hazelton to relieve a number of English settlers who are confined in the Hudson's Bay Company's fort at that place. Her Majesty's ship *Caroline* is also under orders to start immediately with soldiers as far as Port Simpson, where they will disembark and march to Hazelton either by way of the Skeena or Naa's rivers. The cause of these movements is that a superstitious Indian killed a white doctor, and on this discovery being made scouts were sent out to arrest the murderer. As he refused to surrender, they shot him through the body and killed him. The Indians then rose and demanded the death of the white men as well as the payment of 10,000 dols. The only place of safety being the Hudson Bay Company's stores, the whites hastened there and barricaded the place. Port Simpson is about 500 miles from here, on the mainland of British Columbia, and Hazelton lies about 140 miles inland."

FOURTH EDITION.

TERRIBLE COLLISION AT HAMPTON WICK.

TRAIN WRECKED ON A BRIDGE.

CARRIAGES TELESCOPED.

FIVE PERSONS KILLED AND MANY INJURED.

THE SIGNALMAN INTERVIEWED.

A terrible collision occurred last night between Hampton Wick and Kingston-on-Thames, on the South Western Company's system, resulting in the immediate death of five persons and the serious injury of many others. The excursion traffic was exceptionally heavy, but all this had been got over safely, and at a late hour, on a branch line, and with an ordinary train, this casualty happened. The cause of the collision is very clear. The signalman on duty in the Kingston Junction signal-box allowed the driver of a light engine to proceed towards Twickenham on the wrong line, and when Hampton Wick was almost reached the engine dashed into the 10.50 P.M. down passenger train as it was entering that station, telescoping some of the carriages and causing terrible havoc. The signalman was first to blame, but the driver of the engine seems also to have been strangely absent-minded in not discovering the mistake which has resulted so disastrously. Since 1884 there has been no accident on the South Western line.

THE OFFICIAL REPORT.

The following is the official report supplied from Kingston-on-Thames to Mr. Scotter, the general manager:—

"I regret to inform you that a serious collision occurred at the Teddington end of the Hampton Wick station at about midnight last night, which has resulted in the death of the driver and stoker of the 10.50 P.M. down train, and also the death of two passengers, named respectively Mrs. Mindenhall and Mrs. Figg; about eight others being more or less seriously injured.

"The signalman on duty in the Kingston Junction at the time allowed the driver of a light engine to proceed towards Twickenham on the wrong line, and by some remarkable oversight the driver of this light engine proceeded as far as Hampton Wick station without discovering the fatal mistake that had been made, and there dashed into the 10.50 P.M. down passenger train as it was entering that station.

"All medical assistance was sent as soon as possible, and the breakdown gangs set to work, the remainder of the traffic being worked through on the up-line, which was not blocked.

"The two engines were disabled, the guard's van and a third-class carriage, which formed the two foremost vehicles of the passenger train, being telescoped.

"The signalman was an experienced man, perfectly sober, but overwhelmed with grief when he found what a terrible mistake he had made."

The crash was tremendous, and was heard nearly a quarter of a mile off. The engines appeared to paw at each other like living monsters, and then one mounted the other, crashing with the attached guard's van right on to the foremost passenger carriage. The driver of the passenger train, William Pacey, was dug out of the ruins in a terrible condition, and died within two hours of the collision. His stoker, named Ginman, was dreadfully mangled, and when extricated was quite dead. Mrs. Figg, of Norbiton, who was returning from a day's outing with her husband and two daughters, had her legs and chest crushed and sustained other injuries, from which she died early this morning. Mrs. Mindhall, of Teddington, was killed on the spot, and her husband, who was sitting near to her, was seriously injured.

The accident happened just as the passenger train was entering Hampton Wick station, the engine with which it collided being also in motion on the down platform. Two of the carriages of the train were completely telescoped and were thrown on to the side of a bridge on which the collision occurred and which spans the main road. But for a stout iron railing one of the carriages must have fallen over into the road, with far more appalling results. Three of the bodies are now lying at a neighbouring public-house, and two others at private houses. Many of the injured also have been accommodated at residences adjoining the railway station, and are receiving every attention at the hands of medical men in practice in the locality.

Another account says:—Hundreds of persons aroused by the sound of the collision and drawn to the spot by the cries of the injured soon appeared on the scene, and rendered all the assistance they could. Several local doctors quickly arrived, and the seriously injured, dying, and dead were removed to various houses in the vicinity of Hampton Wick. Mr. Pettitt, station-master of Kingston, his officials, and Inspector Rushbridge with a staff of police from Kingston, were also on the spot in a very short time, and rendered every assistance possible. The scene presented to the spectator was terrible in the extreme. It was found that the engine of the passenger train was literally smashed to pieces, four carriages, along with the guard's van, being also completely wrecked. As the injured were removed from the wreckage they were carried carefully on improvised stretchers to private houses and to the Railway and Rose and Crown Hotels, where they were examined by the doctors and their wounds dressed. Some who had been more seriously injured were taken to Surbiton Cottage Hospital. The fireman of the passenger train was killed on the spot, and the driver, named Pacey, a young man belonging to Twickenham, who received terrible injuries, died shortly after being extricated. Others experienced marvellous escapes from death. The driver of the light engine, named David Pickles, was badly hurt, but his fireman, whose name is believed to be David Alexander, strange to say, escaped without the slightest injury. The following, as far as can be ascertained at present, is a

LIST OF THE DEAD AND INJURED.

Mrs. Mindenhall, South Teddington, wife of a provision dealer, killed on the spot.

Mrs. Figg, Rose Cottage, Franklin-road, Surbiton.

George Martin, Elm-road, Kingston.

The driver Pacey and the fireman Ginman.

The injured are:—

Walter Mumford, Elm-terrace, Elm-road, Kingston, whose left leg is fractured.

Mary Ann Sadler, Old Bridge-street, Hampton Wick, wife of the ex-champion sculler of the world, right leg fractured.

Gertrude and Mary Hay, injured slightly.

George Peck, Hudson-road, Kingston, both legs smashed, necessitating amputation, also a fractured skull.

Mrs. Charlotte Gill, Henry's-cottages, Fairfield, Kingston, injured on spine. Son and daughter of latter slightly injured.

James Swaine, 7, Red Lion-street, Richmond, head injured, but walked home.

At 2.30 A.M. a breakdown gang arrived from Nine Elms and removed the débris so as to allow the traffic to be worked on the up line between Teddington and Kingston. Several more of the injured are not expected to survive.

THE SIGNALMAN INTERVIEWED.

A representative of the *Pall Mall Gazette* called on the pointsman, Thomas Parsons, this morning, in order to find out what explanation he had to give of the accident. He lives in a little cottage near the station. Parsons is a tall, burly man with a red beard, and is about forty-one years of age. He stood with his wife and one or two children, and was evidently much affected at what had occurred.

"Can you give me any explanation of your conduct in allowing the engine to run up to Hampton Wick on the wrong line?" asked our representative.

"I don't know as I can," replied the man, despondently.

"How long have you been a pointsman at Kingston Junction?"

"About seven years."

"And you have never had any accident before?"

"Never."

"How do you account for this, then?"

"It was a mistake on my part."

"But how do you account for the mistake?"

"It was a very busy time. I thought the driver of the light engine was going to the engine-shed, having done for the day. I therefore fixed the points for another train from Waterloo to Twickenham. But instead of the driver going to the engine shed he shouted up to me, saying, "I have got to go to Twickenham." "All right," I replied, "Look sharp!" I quite forgot for the moment that the points were wrong. Of course he ought to have noticed that he was up the down line, and should have stopped."

"Could you see if he was sober?"

"He was quite sober so far as I was able to see."

"And yourself?"

"I was perfectly sober, having had nothing to drink since Saturday night."

"And had you had enough sleep?"

"Plenty. I came to work at five o'clock in the afternoon, but did not know how long I should have to stop. I suppose it would be till two. The night, or rather morning before I got home at one, and had nine hours' rest before coming to work again. I had also a little nap before five o'clock.

"Did you see the accident?"

"It was dark, and it occurred round the corner the other side of Hampton Wick Station. I heard the crash: indeed, I was listening for it. I knew the engine was on the wrong line; but I found it out too late to stop her. Some railway men came down and told me of the accident. I had to stop in the box till 3.30. One of my mates remained there to keep me company."

Our representative next called to see Martin, the guard of the train which was wrecked. He saw Mrs. Martin who informed him that her husband was in too grave a condition to see anyone. "The doctor says he must be kept quite quiet," she added, "then he may get on all right."

The man Pickles, the driver of the pilot engine that caused all the damage, seems to have gone crazy. It took four men to hold him after the accident occurred. He was not seriously injured in body having only received some cuts about the face and hands. The stoker of that engine received nothing more than a severe shaking.

GENERAL SHERIDAN'S FUNERAL.

(REUTER'S TELEGRAM.)

WASHINGTON, August 7.—The funeral mass for the late General Sheridan will be celebrated next Saturday, at the church of St. Matthew, in this city, Cardinal Gibbons officiating on the occasion. The remains will be interred in the National Cemetery at Arlington, Virginia.

EXECUTION OF THE MANCHESTER MURDERER.

John Jackson was executed this morning in Manchester Gaol for the murder of the prison warder Webb. Since his condemnation Jackson has been very much prostrated, and though he was not sustained by any hope of a reprieve. His anguish was very acute when last evening Major Preston, the governor of the gaol, apprised him of the Home Secretary's decision—he bowed his head and wept bitterly. Jackson spent a troubled night: he only slumbered for a couple of hours. He rose at six o'clock this morning, when the chaplain appeared. Berry entered the condemned cell about three minutes to eight o'clock, when Jackson was praying very frequently. Berry shook hands with him and bade him good-bye, and speedily completed the pinioning process, Jackson submitting quietly. The execution took place in the open air. Berry allowed the condemned man, who weighed 10 st. 1 lb., a drop of 5 ft. 6 in. Though Jackson was pale as he was led to the gallows he was not overcome, and met his fate calmly. He has left no written confession, but while under sentence he practically admitted having committed the crime of which he was convicted.

SERIOUS STRIKE RIOTS AT AMIENS.

A FACTORY SACKED AND FIRED.

THE MOB CHARGED WITH DRAWN SWORDS.

(REUTER'S TELEGRAM.)

AMIENS, August 6 (10 P.M.)—The disturbance among the strikers assumed a serious aspect late this evening. At about nine o'clock large numbers of men on strike assembled in the Rue Saint Leu, and made an attack upon the weaving establishment of M. Cocquel. The mounted gendarmery thereupon advanced, but the strikers threw bundles of velvet and other materials which they had taken from the warehouse in front of the horses, thus barring their progress. In a few minutes the premises of M. Cocquel were completely sacked by the mob and flames were suddenly seen to rise from the factory. The fire brigade was soon on the scene, but was prevented from doing anything to check the progress of the fire by the rioters, who then proceeded to pull up the street seats and smash the lamps. At length a body of mounted chasseurs arrived and charged the mob with drawn swords. The gendarmes also charged the people in spite of the showers of stones with which they were assailed. A number of the horses were wounded. A force of police afterwards arrived on the scene followed by a detachment of infantry, and at half-past nine the street was cleared and the fire extinguished. The streets in the vicinity of the disturbance are now occupied by troops, and great excitement prevails.

HEAVY LANDSLIP ON A RAILWAY.

A Scarborough telegram states that a heavy landslip occurred this morning on the Scarborough and Whitby Railway. All traffic will be suspended for some days.

REPORTS OF CRICKET MATCHES.

SURREY v. NOTTINGHAMSHIRE.

Over 14,000 persons were at the Oval yesterday to witness the commencement of this match. Surrey went in first and scored 122. As an instance of how smart the fielding had been it may be mentioned that Surrey were at the wickets three hours and a half for this small total, and that the score-sheet did not show a single extra. An hour and five minutes still remained for play, when rain drove the players to shelter at ten minutes past six. The visitors, with seven batsmen still to be disposed of, were but 64 behind.

Play was resumed this morning before a fair attendance. Flowers only added 2, when he was caught by Wood. Attewell fell at 92 and Daft at 115. The score was taken to 132 before the next wicket fell, when Shacklock was bowled. The next three wickets did not cause much trouble, as the innings closed for 138.

SURREY.—First Innings.

Abel, c Brown, b Richardson	24	Henderson, c Flowers, b Attewell	29
Shuter, b Flowers	24	Wood, b Flowers	12
Lohmann, c Gunn, b Flowers	10	Beaumont, not out	2
W. W. Read, b Richardson	0	Bowley, b Flowers	0
Key, c Barnes, b Richardson	0	Total	122
Read, c and b Richardson	6		
M. P. Bowden, c Sherwin, b Flowers	15		

NOTTS.—First Innings.

Scotton, b Beaumont	5	Richardson, b Beaumont	8
Gunn, b Beaumont	11	Briggs, b Beaumont	0
Barnes, b Lohmann	7	Brown, b M. Read	3
Flowers, c Wood, b Lohmann	21	Sherwin, not out	1
Attewell, c Lohmann, b Bowley	16	Extras	8
Daft, b Lohmann	39	Total	138
Shacklock, b Lohmann	19		

THE AUSTRALIANS v. KENT.—THE CANTERBURY WEEK.

Fine weather prevailed at Canterbury yesterday, and there was a large attendance. Large scores were not obtained by either side, as they both completed an innings—Kent, 107; and the Australians, 116. The latter had also made 6 in their second innings.

This match was resumed to-day, when the first two wickets soon fell, but Bonnor and Edwards made a stand, as 63 was scored before the next wicket fell.

AUSTRALIANS.—First Innings.

A. C. Bannerman, b Wright	0	J. M. C. Blackham, b A. Hearne	4
P. S. M'Donnell, b Wright	23	J. Lyons, b A. Hearne	3
H. Trott, b Wright	18	J. Worrall, b Wright	4
G. J. Bonnor, c Kemp, b A Hearne	6	J. J. Ferris, b A. Hearne	4
S. P. Jones, not out	24	Extras	3
C. T. B. Turner, c A. Hearne, b Wright	12	Total	116
J. D. Edwards, l b w, b Wright	13		

KENT.—First Innings.

W. Rashleigh, b Ferris	5	C. J. M. Fox, c M'Donnell, b Ferris	21
F. Hearne, b Turner	8	M. C. Kemp, b Turner	5
W. H. Patterson, c Trott, b Ferris	14	Wright, not out	0
Alec Hearne, b Worrall	6	Martin, b Turner	2
George Hearne, b Ferris	4	Extras	1
L. Wilson, b Ferris	0	Total	107
F. Marchant, b Turner	41		

AUSTRALIANS.—Second Innings.

Ferris, c Patterson, b Alec Hearne	3	Edwards, not out	19
Bannerman, c F. Hearne, b A. Hearne	4	Total	69
Bonnor, c Marchant, b Martin	43		

YORKSHIRE v. MIDDLESEX.

At Sheffield yesterday Yorkshire went in first, and scored 113; while Middlesex lost four wickets for 61 runs. At one time it looked as though Yorkshire would run up a big score, but the last five wickets added only 22 runs. The best innings on the Yorkshire side was that of Ulyett, and Burton bowled in grand form after luncheon, taking eight wickets for 43. The Middlesex side would have cut a sorry figure but for the stand of O'Brien and Hadow.

When play was resumed to-day Middlesex did not improve on yesterday's play, as their first innings closed for 93.

GLOUCESTERSHIRE v. SUSSEX.

Owing to rain, a start could not be made yesterday until 1.40, at which time play commenced at Clifton College, Bristol. Gloucestershire went in first, and remained in all day, scoring 270 for seven wickets. W. G. Grace made 21, but Pullen and Brain were the chief scorers, with 70 and 79 respectively.

Play was resumed to-day, when Gloucestershire's innings closed for 328.

THERMOMETER. FORECAST ISSUED AT 11 A.M. TO-DAY. BAROMETER.

South England (with London and Channel).—Westerly to south-westerly winds, moderate, fair at times, but some showers and possibly thunder.

Noon to-day yesterday

Noon to-day yesterday

THE WIND AT NOON TO-DAY.

SUN Rises 4h. 35 m.
" Sets 7 h. 30 m.
MOON—New M. 7th, 6 h. 21 m. Aft.

HIGH WATER London Bridge. Morn. 1 h. 34 m. After. 1 h. 55 m.

WEATHER AT NOON TO-DAY, August 7, 1888.—Fine, but cloudy; light wind.

Readings by NEGRETTI and ZAMBRA'S *Instruments.*

THIS DAY'S MONEY MARKET.

Half-past One.

HOME RAILWAYS AND FOREIGN STOCKS STEADY.—AMERICANS FIRM.

There is only a very small inquiry for accommodation in the Money Market this morning, either in the shape of short loans or discounts. Loanable capital is in plentiful supply, and not more than ¾ per cent. is obtainable for day-to-day loans, while for advances till the end of the week the charge is no more than 1 per cent. To-morrow the fortnightly settlement on the Stock Exchange commences, when arrangements will have to be made for carrying over bargains it is not desired to close. The demand for money in this connection may harden the rate for short loans a trifle, but fortnightly borrowers are expecting to obtain what they require on tolerably easy terms. The discount rate for three months' bank paper is still quoted firm, at 2¼ per cent., with little disposition on the part of brokers to do business below that figure.

There is little disposition to enter into fresh transactions on the Stock Exchange, partly owing to the small attendance of members and also on account of to-morrow being the first day of the fortnightly settlement, values consequently have not moved to any appreciable extent except in the department for American Railroads, where a substantial rise has occurred in response to the better advices received from New York. Consols are the turn harder, the Old Three per Cents. being up ⅛. In the Home Railway Market the favourable weather is affecting prices, more especially those of the Deferred Stocks of the southern lines, both Brighton and South Eastern Deferred being appreciably higher. Last week's traffic of the Brighton Company shows an increase of £1,768. Foreign Government bonds are neglected and the changes are slight, except for a further rise in Portuguese Bonds in anticipation of the new loan. American Railroads are all very firm in response to higher New York quotations, the chief advance being in the Vanderbilt stocks and Milwaukee and St. Paul. Grand Trunk of Canada stocks are steady, but very little business has been done and the changes are insignificant. Mexican Railway issues have given way fractionally on the weekly traffic, which shows a take of £14,000, with an increase of £1,900. Mining shares are firm for the most part, but there is no important variation in Miscellaneous markets.

The following are the latest changes compared with Saturday's closing:—

In Home Railways.—*Improved*: Brighton Deferred and South Eastern Deferred ½, Caledonian and North Western ⅛. *Lower*: Metropolitan ¼, Hull and Barnsley and North British.

Among Foreign Stocks.—*Advanced*: Portuguese ½, Turkish Group 1 and the 1871 Loan ¼, Hungarian Gold and Peruvian 1872, ⅛, Egyptian Unified and Spanish 4 per Cents. 1-16. *Declined*: Uruguay ¼, and Italian ¼.

American Railroads.—*Rise*: Lake Shore and New York Central ¼, Milwaukee and St. Paul 1⅛, Louisville and Nashville and Union Pacific ⅞, Northern Pacific Preference ⅝, Wabash Preference ¾, the Mortgage ¼, Denver Preference, Illinois Central, Missouri, Kansas, and Texas, and New York, Pennsylvania, and Ohio First Mortgage ½, Central Pacific, Norfolk and Western Preference and Philadelphia and Reading shares ⅜, Erie shares and Second Mortgage, Pennsylvania shares, Mexican Central bonds, and Ohio and Mississippi Ordinary ¼, and Ontario shares ⅛.

As regards Canadian and Foreign Railways.—*Higher*: Grand Trunk Guaranteed ¼, Nitrate shares ¼, Canadian Pacific ⅛, and South Austrian 1-16. *Lower*: Mexican Ordinary and First Preference ⅞, and the Second Preference ¾.

Suez Canal shares are up ½, United Telephone ¼, Rio Tinto 5-16, Hudson's Bay, De Beers, Globe Telegraph, Hotchkiss, and Spratt's ⅛, and Imperial Ottoman Bank 1-16; but Cape Copper shares are down ⅛.

The Direct United States Cable Company (Limited) notify that on and after the 1st September, 1888, and until further notice, the charge for the transmission of telegrams "viâ Direct Cable" between Great Britain or Ireland and New York and Canada will be one shilling per word.

Letters of allotment and regret in the Metropolitan Electric Supply Company (Limited) have been sent out.

LIVERPOOL COTTON MARKET.—The market opened fairly active, with a fair demand. Probable sales 10,000 bales. Prices on the spot are firm, futures being partially one point higher. The following transactions are reported for delivery: August, 37-64; September-October, 19-64.

The following are this day's 1 o'clock prices of the principal Stocks and Shares:—

BRITISH FUNDS, ETC.			Brighton (Ordinary)	130	41	London and County	86½ 7½
Consols	100¼	½	Do. A	124½	⅜	Union of London	38 9
New Consols 2¼	99⅜	½	Chatham (Ordinary)	21⅜	⅜	London and West.	65½ 6½
Reduced 3 p. c.	101	¼	Do. Preference	100¼	1¼	London Joint Stock	38 9
Local Loan Stock	103¼	¼	North Western	170¼	1	Nat. Prov. of Eng.	42½ 3½
New 2½ per. Cent.	96	¼	South Western	138	9	Stand. Bnk. S. Afric.	46½ 7½
India 3½ per Cent.	105¾	6¼	Manchester & Shef.	67	9	MINES.	
Do. 4½ p. c. Rus.	70	¼	Do. A	35	½	Indian Consolidated	5-16 7-16
Egyptian Guar.	102	½	Met. Consolidated	75	½	Mysore shares	3 ¼
Met. Bd. Wks. 5½	113	½	Do. Land Stock	71	2	Ooregums	11-16 3-16
Do. 3 p. c. Scrip.	103¼	4	Do. District	35¼	¼	Cape Copper	3½ ¼
Birmingham Crp. Stk.	109¼	10¼	Midland	132¾	3¼	Namaqua	3⅛ ⅛
Liverpool	110¼	11¼	North British	113¾	14	Mason and Barry	9⅛ ⅜
FOREIGN STOCKS.			North Eastern	157¼	½	Rio Tinto	20⅛ ⅛
Argentine 6 p. c.	103	5	North Stafford	107	9	Montana £1 shares	1 7-16 9-16
Do. Hard Dols	70¼	½	South Eastern	127	9	De Beers	25⅛ ⅜
Do. Treasury	97½	8½	Do. Deferred	104	¼	Kimberley Cent.	29¼ ¾
Austrian Gold	90	2	FOREIGN RAILWAYS.			TELEGRAPHS AND TELEPHONES.	
Do. Silver	66	8	Canada Pacific	59	¼	Anglo-American	41 2
Brazilian 1875	102⅛	3¼	Cen. Pacific Shares	36¼	¼	Do. Pref.	68 9
B. Ayres 6 p. c.	102	4	Chic. Mil. and St. P.	75¼	½	Direct Unit. States	9⅛ ⅛
Do. Cedulas	63	½	Denver & R. Grande	19¼	½	Eastern	12⅛ ⅛
Chilian 4½ p.c. 1885	100	2	Do. Pref.	49¼	¾	Ditto Extension	12¼ 13
Costa Rica A	83	9	Illinois Shares	124½	5½	United Telephone	13½ 14
Do. B	87	3	Lake Shore	99	¼	Globe Teleg. Trust	6⅜ 7⅛
Egypt. State Dom.	101¼	2¼	Ohio & Mississippi	24¼	¼	TRAMWAYS, ETC.	
Do. Unified	83⅞	4	Louis. and Nash	62¾	3	London Gen. Om.	210 15
Do. Preference	102	¼	Mex. Cen. Bonds	68¾	9¼	London Street	13 14
Do. Daira Sanieh	79	¼	Do. Nat "A"	61½	2½	London Tramway	14 15
French 3 p.c. Rnts.	82	½	Miss. Kan. & Texas	15	½	North Metropolitan	18½ 19
Do. 4½ p.c. Rnts.	105	¼	N. Y. Cen. Shares	110	⅛	WATERWORKS.	
Greek 5 p.c. 1881	73½	4	New York Ontario	16¼	17	Chelsea Waterworks	251 6
Hung. Gold Rentes	82¼	½	Erie Shares	27¼	8	East London	195 200
Italian	94⅞	5⅛	Do. Sec. Mort	100½	1	Grand Junction	123 8
Mexican Converted	39	¼	Norfolk & West. Pre	58¼	½	Kent	270 5
Peruvian 5 p.c. '72	13¾	14	N. Y. P. & O. 1st Mr	38¼	⅛	Lambeth	257 62
Do. 6 p.c.	15⅛	⅜	North. Pacific Pref.	59	¼	New River, New	343 8
Portuguese	64⅛	⅜	Pennsylvania Sh	55⅛	¾	S'thwrk. & Vauxhall	161 6
Russian 1873	97⅜	⅜	Phil. and Read. Sh.	33¼	½	W. Middlesex	264 9
Spanish 4 p. c.	72⅞	⅛	Union Pacific Shares	61¼	2	GAS AND ELECTRIC LIGHT.	
Turkish 1854	99	101	Wabash Preferred	26½	7	Gaslight & Coke A	252 7
Group 1	24	5	Do. Gen. Mort	44½	5	Imp. Continental	205 8
Group 2	14½	15	Grand Trunk Sh	10	⅛	South Metropolitan	315 20
Groups 3 and 4	24⅜	½	Do. First Pref	57⅞	8½	Brush Elec. Lt. (5 pd)	3 ⅛
4½ p. c. 1871	86	⅛	Do. Second Pref.	40	½	MISCELLANEOUS.	
5 p. c. Defence	96	½	Do. Third Pref	23⅜	⅝	Allsopp	9⅜ ⅝
5 p. c. Priority	82	3	Do. Guaranteed	65⅜	7	Guinness and Co	315 20
Uruguay Unified	72	½	Mexican Ordinary	45⅜	¾	Hotchkiss	10¼ ½
Virginia Funded	42½	3½	Do First Pref	118¾	19	Bryant and May	13 ¼
U.S. 4½ p.c.	109	½	Ob. do. 2nd Pref	77¾	8¼	Spratt's Patent	9⅜ 10⅛
BRITISH RAILWAYS.			Lombardo-Venetian	8¼	⅜	P. and O. Steam	62 4
Caledonian	105¼	6¼	Varna 3 per cent	6½	¾	Royal Mail Steam	59 61
Great Eastern	67¾	8	Nitrate Railway	25¼	¼	Nat. Discount Co.	11 ½
Great Northern	117½	18½	BANKS.			Hudson's Bay	20 ¾
Ditto A	103	1	Alliance Bank	13	½	Suez Canal	87¼ ¾
Great Western	140¾	½	City Bank	20	1	E. & W. Ind. Dock	24 6
Hull and Barnsley	39½	¾	Consolidated Bank	7⅛	8¼	London and St. Katharine	38 40
Lanc. and York.	127½	18½	Imperial Ottoman	10⅞	¾		

MR. BALFOUR GOES FOR HIS POLITICAL OPPONENTS.

EVERY PRISONER IN PRISON RIGHTEOUSLY.

In Eridge Park, near Tunbridge Wells, yesterday, upwards of 500 Conservative associations and Primrose League habitations of the counties of Kent and Sussex held a demonstration.

Mr. Balfour, in acknowledging a large number of addresses, said their opponents had ceased to discuss the merits of the question, probably because they found that such discussion did not benefit them, and they had had recourse to the simpler expedient of inventing and repeating every species of calumnious accusation against those who are engaged in the difficult, the arduous, but the not impossible task of restoring law and order in Ireland. If a half, or a quarter, or a hundredth part of the charges made against the Government were true—if it were true that the Union could only be maintained by taking away the civil rights of the Irish people, by putting in prison men who are innocent, by attacking those who were guilty of no other offence than that of differing from us in political opinion—if a hundredth part were true, I would not lift a hand to maintain the Union. I would rather it were sacrificed, and that the greatness of this Empire were sunk in the dust, than that we should soil our hands by the political methods of which we are accused by our political opponents. But it is not true. (Loud and prolonged cheers, and cries of, "We know it.") We have been subjected for the last year to the closest scrutiny and the most rigorous investigation, but I do not think that you will find that a single case has ever been brought forward on which it can be shown that any man has been put in prison in Ireland except for some offence against the laws of his country. (A voice: "Parnell should be there," and cheers.) But I may repeat that despite this "tyrannical," this "brutal," this "unscrupulous" and "bloody" Government, there are actually fewer men in prison in Ireland at this moment than there were this time last year, before the Coercion Act came into force.

Mr. Balfour went on: We have been occupied during the last fortnight in pressing a measure through the House of Commons, as we believed, in conformity with the request made to us by Mr. Parnell and Mr. Parnell's associates. But with what gratitude have we been met? We have been told by Sir William Harcourt, and by other persons, that our sole object in appointing this Commission to investigate "Parnellism and Crime" is to crush our political opponents. Well, I want to know how this is to crush our political opponents, if our political opponents are innocent. Now I have told you that so far as I am concerned the case which I have made or believe myself to have made against the Gladstonian-Parnellite party will not be one whit weaker if every single word in the pamphlet of "Parnellism and Crime" were proved to be a baseless accusation, and I notice that that opinion is likewise shared, though from very different reasons, by Mr. Morley, by Lord Rosebery, and, I presume by the other leaders of the Gladstonian-Parnellite party; and I for my part cannot see any reason, I quite admit it, why they should change their opinions. They know plenty about their associates already without this investigation. They have condoned intimidation, they have condoned the Plan of Campaign; I do not see why they should trouble their heads about these other matters. They have made short work of the Eighth Commandment, not to talk of the Ninth, and I do not see why they should boggle over the Sixth Commandment."

SIR WILLIAM HARCOURT ON MR. CHAMBERLAIN

"HE WILL FIGHT UPON HIS STUMPS."

Sir W. Harcourt, replying yesterday to an address from the Liberal Association of Coventry, said the coercion policy of the Government was every day becoming more and more revolting to the judgment and conscience of the country. In Ireland they imprisoned the Irish representatives; in Westminster they gagged them; and their only policy for the government of Ireland seemed to him to be to insult the people they had oppressed.

The other day (Sir William continues) there was a garden party in Birmingham, and upon that genial and social occasion Mr. Chamberlain was not able to refrain from rather gloomy anticipations. For the first time he contemplated the possibility that these Liberal Coercionists might disappear at the general election; and then, looking as a wise man ought to do towards his latter end, he began to consider what they should do when they were beaten at the next election. Aye, and his consideration went even further. He went on to consider what would happen if they were beaten at the election after next, and he told them what he would do. He was a brave man, for he told them that, accompanied by Mr. Jesse Collings, he would die in the last ditch. He (Sir William) knew of nothing to equal this prospect of heroism except that recorded in the old ballad of "Chevy Chase," where it was said:—

Of Widdrington I needs must tell
A tale in doleful dumps;
How, when his legs were smitten off,
He fought upon his stumps.

He should grieve to see that day, for they never parted with their old companions in arms without regret, and if these unfortunate infants of the Liberal party, who were not yet out of the wood, should, like the babes of whom they had heard, come to an untimely end, and he had no doubt that the robins would cover them with leaves. These Radical-Tory-Coercionist-Liberals were, no doubt, doomed to an early extinction. They could not well be long-lived, for hybrids were not a prolific race. They did not continue their species, and when the last of the Radical Unionists disappeared he thought they should inscribe upon their tomb, "Here lie the Radical Unionists, who died of an overdose of coercion administered to them by their Tory allies." They might leave these unfortunate gentlemen to their fate. All they had to do was to go straight on upon their own road. They had a just cause and a great leader, and the process of conviction and conversion was going on in the constituencies of the country.

In another speech, Sir William said in promising the Irish members fair play they had set a trap by offering a roving Commission in which they hoped to entangle their political opponents in a net of side issues. The object of all this was to make people believe that the Irish people and their leaders could not be trusted, and discredit the Liberal party and its leaders by trying to show that they were the associates of criminals and the patrons of crime. There was nothing that was known now that was not known in 1885, with the exception of the forged letters: yet they then found Mr. Chamberlain negotiating for a new form of Government in Ireland with Mr. Parnell, whom he did not then believe to be an assassin, or an associate of assassins. Why did that negotiation break off? Because good as was the offer of Mr. Chamberlain, Mr. Parnell had a better offer from the Earl of Carnarvon on the part of the Conservative party. Yet Mr. Parnell and his followers were the very same men who, the Conservatives now told them, were a party of criminals with whom no man should keep company. Was not this enough to sicken any man of common honesty? To the Government a dissolution did not mean salvation. They feared the judgment that was to come—the judgment of a righteous people in a just cause.

CO-OPERATIVE PRODUCTION ON TYNESIDE.

The engineers of Tyneside are again contemplating a scheme of co-operative production. Several of the leaders in the Amalgamated Society of Engineers have been carefully "sounded" on the matter, and the support of some of the most powerful (says the *Newcastle Chronicle*) has been guaranteed. Mr. Frank H. Rose, a member of the executive council, in a circular which he has just issued to the engineers, says: "I am convinced that a general system of productive co-operation must form the highest hope of our order, and that the true mission of trade unionism is to satisfy the natural aspirations of our people in this direction." It is now generally believed that the initiative in the co-operative movement will not be taken, as was at first excepted, by the executive council, although it is understood that substantial support will be forthcoming from that quarter. That the matter may be fairly tested, however, and an earnest effort made to float an engineering concern on the co-operative principle, a committee, composed of fewer than a dozen "picked men," has been selected to take the necessary steps in what they fully hope will prove to be a great movement, and an important departure from the rules which have hitherto obtained in the regulation of capital and labour. They are all tried men, who for years have taken a deep interest in all that concerns the welfare and advancement of their class. This committee meets for the first time this week, and it is thought that by the end of the present month they will be in a position to issue prospectuses.

THE "ANI" PAPYRUS AT THE BRITISH MUSEUM.

The trustees of the British Museum have given directions that this remarkable recension of the "Book of the Dead" shall be reproduced in facsimile, with the illustrations in the colours of the original, and the work is now being executed by Mr. Griggs. This hieroglyphic papyrus was written for a Royal scribe, Ani, about the commencement of the nineteenth dynasty—circa, 1,400 years, B.C. It is complete, the first and last vignettes being intact. The series of vignettes is a mine of archæological information; their artistic excellence is equally great. The papyrus contains a chapter of the "Book of the Dead," the 175th, not found complete elsewhere. Also one of the illustrations, a group of lamenting women in violent action of grief, is unknown in any hitherto published copy of the book. It is expected that the reproduction will be completed in the course of the autumn.

THE ANCIENT ORDER OF FORESTERS IN SESSION.

The fifty-fourth High Court of the Ancient Order of Foresters was opened at Reading yesterday, the opening address being given by the High Chief Ranger, Brother Lovegrove, who stated that the society now numbers at least 595,000 members, and mentioned that during the week the court would have to consider among other delicate and difficult matters the Stonehouse Local Board question, and also the colour question. With regard to the latter the court would be asked to rescind the resolution of the Worcester High Court meeting, and withdraw the authority under which the subsidiary High Court of America was constituted. The Mayor of Reading (Mr. Berkeley Monck) welcomed the High Court to Reading, and speeches were made by Mr. Murdoch, M.P., and others, and the court adjourned until to-day.

BURGLARY AT A BANK.—A burglary was successfully effected at a bank in Berlin yesterday morning. Judging by the instruments the burglars employed, the police there believe they must have been the two Englishmen and the Russian who committed the recent jewel robbery at Munich. According to a notice received from Scotland-yard in May, these dangerous customers were known to be contemplating a visit to Berlin "on business."

FIRE IN A COLLIERY.—A fire broke out yesterday in the underground workings of the Dubbie Colliery, at Dysart, Fifeshire, the property of the Earl of Rosslyn. The men at work in the pit, together with those in the adjoining Lady Blanche Colliery, also belonging to his lordship, were obliged to leave the workings, 400 operatives being thus thrown out of employment. Strenuous measures were at once taken to prevent the spread of the fire, and it is hoped that the men will soon be able to resume work.

CHILDREN'S JUBILEE TRIBUTE.—The Children's Tribute, which was started in the early part of last year, was closed at a meeting held at 69, Portland-place, at which Mr. Goschen presided, on July 20. The amount collected, which has exceeded £6,000, has been presented to her Majesty by the Princess Victoria of Teck on behalf of the children of the kingdom, in a purse fastened by a diamond brooch, intended as a personal ornament for her Majesty's use. Her Majesty has been pleased to signify her acceptance of the same in a letter addressed to the committee through Mrs. Goschen by Sir Henry Ponsonby. The object to which the money is to be devoted is the building fund now in existence for adding a completing wing to the Hospital for Sick Children in Great Ormond-street.

DROWNED IN DERWENTWATER.—John Walker, footman to Lord Wemyss, aged twenty-eight, and his brother, Peter Walker, blacksmith, of Scotby, near Carlisle, aged twenty-five, were drowned in Derwentwater yesterday afternoon. They had gone to Keswick with an excursion train from Carlisle, and with their brother William went in a rowing boat upon Derwentwater to visit Lodore. On returning, the boat, which had been leaking before, began to fill rapidly and founder. John and Peter jumped out and endeavoured to swim to the shore, but they sank before they had gone a hundred yards, and were drowned. The third brother, William, held on to the boat, which had capsized, and kept himself afloat till rescued.

NAILING THE COLOURS TO THE MAST.—An interesting event took place in Sunderland churchyard yesterday afternoon, in the unveiling of a memorial tombstone which has been erected to the memory of Jack Crawford, the seaman who nailed Admiral Duncan's flag to the mast of the *Venerable* at the battle of Camperdown, in 1797, when the Dutch fleet was almost annihilated. A procession was formed of men of the Royal Navy, Royal Naval Reserve, coastguardsmen, merchant seamen, and members of public bodies. A very large number of persons witnessed the ceremony, which was performed by Mr. Storey, M.P., the stone being draped in the flag which Crawford's courage made famous.

LONG VACATION.—The judges rise for the long vacation on Saturday next, and the courts will not sit again until Wednesday, October 24, when the Michaelmas sittings begin. During the vacation Mr. Justice Denman, one of the long vacation judges, will until further notice sit in open court in Chancery Court 2, every Wednesday, at eleven o'clock, commencing on Wednesday, the 15th inst., for the purpose of hearing such urgent Chancery matters and motions generally as require to be immediately or promptly heard, while the learned judge will be in attendance at Queen's Bench Judges' Chambers every Tuesday and Thursday until further notice in order to hear urgent summonses and applications arising in the Queen's Bench.

DO WE EDUCATE OUR CHILDREN?

THE BITTER CRY OF THE BOARD SCHOOL TEACHER.

PROBABLY the thing in the Report of the Education Commission which will most rejoice the heart of the teachers is the condemnation of the present system of "payment by results." We are in possession of a mass of interesting data in the shape of direct answers, given to direct inquiries, by which we recently sought first-hand information on the general condition and the daily lot of the board school teachers, and especially on the view which they are so competent to form about this particular point. The result arrived at after a considerable work of collation is sufficiently striking. The answers are dead against the system in a proportion of nearly 90 per cent. Of the remainder, only two or three speak of it with positive favour. Some fifty per cent. are strenuous in condemnation, many of these write almost desperately, and a few answers are simply terrible to read. Such, as it comes to us from scores of schools all over London, is the opinion formed on our present educational system at its best by those who see it closest.

Let us see what some of the teachers have to say. "The objects of the system," says one of its defenders—for we will take the defence first, a part of our inquiry which does not give us a plethora of material—"The objects are to give the ratepayers their money's worth, and to give the inspectors a means of measuring the educational work. So as to make sure of this, the teachers are encouraged on the 'make it worth their while' principle, to increase the total of passes, and so to persevere with the dull children." Very admirable objects, it will be said; and, says another defender—we might almost say the other defender—these objects are secured. It is only fair to state that the voice of strong approval which follows, though it be of one crying in the wilderness, sounds with the authority (matched on the other side, it is true, as well as outnumbered) of "thirty years' experience under all the codes":—

Its effect upon the "stupid" is highly satisfactory, as their stupidity either gives way in the end to lucidity, or at most confirms their idiotcy, while it is worth while for every one to know that they may not waste their life after school in trying to develop faculties which do not exist or are so weak as not to repay cultivation, such as art, music, mathematics, &c. Of course, the teachers' time and attention are largely bestowed upon these 25 per cent., say, of dullards in the second half of the school year; but the marking time by the "forward" ones is salutary in confirming their knowledge, so that it is more likely to be retained than if more hurriedly passed over. To abolish the present system and allow teachers to present children in any standard they choose would be to relegate all the dullards to the lowest classes, where they would make snail's pace till they left school with very poor progress in some subjects.

Now it is plain, of course, that there must be some system of testing the work; there is no reluctance to admit this on the part of the teachers. "We are bound," writes a correspondent, strong in condemnation of the present plan, "to have a system of payment by results, but the present system depends on the individual pass, and is the great cause of overpressure." "When teachers say anything against the system," said Mr. Girling, the year's president, at last year's meeting of the National Union of Elementary Teachers, "they are often met with the question, 'Well, do you wish to be paid without results?' But that is not the point at all. They are not against examinations as such; but they maintain that it is impossible to gauge the whole of the educational results in one or two days' examinations;" and the question becomes, "What is the kind of result that is most worth paying for?" Not, perhaps, such as prompted Matthew Arnold to note a contrast in his note-book (while viewing the schools of the Continent to compare them with ours), in these three words: "The children human." Another correspondent explains:—

To pay by results—nothing can seem fairer. But all depends on what the results are. That an intelligent boy should be taught to use his faculties to the best advantage, that a dull boy should be taught to make the most of what little brains he has, that a slovenly boy should be made more painstaking, a rude boy more gentlemanly, and an untruthful boy more veracious—these are results worth paying for. Are they secured by the code? I answer, no.

The only "results" paid for are—ability to work accurately a certain number of arithmetical examples, to read fluently a passage selected by the inspector, to write without mistakes in spelling a similar passage, to possess a certain amount of geographical and grammatical knowledge, and to do fairly well in one or two other optional subjects. One standard is set for robust and delicate, well fed and under fed, bright and stupid. Hence the teacher is encouraged by the code to neglect those who readily acquire the necessary knowledge, and to direct all his energies to those who, either by defect of brain power or nourishment, are the backward ones of the class. The proportion of these poor children varies in different schools. In good neighbourhoods it may be ten per cent. In poor neighbourhoods forty per cent. may not cover it. Thus it is evident what a difference the locality makes to the teacher's labour.

The "dull" are put at 25 per cent., the "quick" at 75 as an average proportion! It is difficult to say which class is represented as suffering most. Perhaps the stupid ones are most to be pitied; their grievance is more positive and active. "It means to the dull ones making their school life a misery." "The maximum time, with the minimum result, is spent on the incompetent." "They get a mere veneer," says a correspondent, who continues:—

They are pressed and crammed and watched over, so that they often become addle-brained. From the moment they enter school till they leave they are kept at one incessant strain. Consequently school is burdensome to them simply because they are for ever striving to do what is beyond them.

Dull children who have the misfortune to be over a certain age have to be pushed on, even if "weak, attending badly, dull, or half-starved." Sometimes the teacher "will feed the absolutely starving from his own earnings that they may be better able to undergo the forcing process." As for the sharp boys who are very soon at the end of the regulation tether calculated for "the average intelligence," and who have to "mark time" for the rest of the year, it is obvious how they suffer. The system never pretended to be for the good of this class, and as a matter of fact we learn that:—

The effects on the clever boys are not less serious. These are kept day after day at the monotonous tasks which they have long been able to do perfectly well. Their minds are not cultivated; their interest is not aroused, and the results, in their final distaste for intellectual pursuits, are no less lamentable than those upon the stupid boys.

Under these circumstances, the flattering proportions of passes which nearly or quite attain the wished-for "cent. per cent." are impugned by the correspondent—not an unsuccessful teacher—as being not only not a proof of good teaching, but a positive proof of bad cramming. A colleague bears him out. As the examinations approach, he says:—

Education gradually gives way to cram, cheerfulness to sullenness, and smoothness to friction. So that for several weeks before the dreaded day the whole school is in a fever of anxiety and fear. As soon as the inspector's visit is past, the school breathes freely, and education has a chance for another short period.

After all this, it is not surprising to find the result of the system on the teachers themselves described as hardly less deplorable. Many of them write as educational enthusiasts, struggling towards a high ideal, and borne up by a sense of grave responsibility. All seem anxious to magnify their office, at least into something better than a mechanical drudgery done in a huckstering spirit. And no one working sincerely in such a spirit could help feeling depressed and paralyzed by a system which he believed to be fairly described above. The man who, from the necessities of his position, begins to cram, soon finds his teaching powers too demoralized for anything better. "He becomes," says a correspondent (who "fails to find one single point in favour of the system"), "personally tricky, nervous, excitable, and severe. . . . His pupils naturally pick up these qualities."

"The younger race of teachers," says another, "are becoming, I find, more than ever crystallized by the result-producing process, and the inspection is of a type which tries not to find out what the children know but what they do not know, and too often to mystify and puzzle them." (The general tone about the inspectors personally, it should be said, is sensible and courteous)

"On the teachers," says one mistress, desperately, "it acts like a goad; they must crush down all kindly feelings towards the poor children on whose 'passing' depend reputation and living; night and day it presses on them like a nightmare, crushing all the brightness and happiness out of their lives." Words such as these (and not a few such might be quoted) call to mind the suicide of a few months ago, who left a paper explaining that his goal was a place "where there were no stupid boys and inspectors."

IN THE HOUSE LAST NIGHT.

BY A SPECTATOR.

WE are still not sufficiently recovered from our late excitements to grumble against a quiet night. The interest of last night's sitting was "thin, but not too thin."

That the Government governs Ireland brutally, and doesn't govern Scotland at all—these were the two complaints for which the vote on account was made an avenue. Dr. Wallace has sprung quite suddenly into the reputation of a wit on the strength of his racy protest on Saturday against the neglect of Scotch business. He was unequal, however, to sustaining himself in a second flight; and after he had said enough to rouse the Lord-Advocate to a state of portentous dignity and indignation, he was pulled up by the Speaker for "an unheard-of abuse of the latitude of debate." However, his speech had this much effect—that the Lord Advocate, who is wont to be laughing when all else are as serious as can be, was now observed to retain the only knitted brow in the House, and, like the child in the epigram—

Wept alone, while all around him smiled.

Indignantly repudiating some chaffing remarks as insinuations almost of corruption, he painted himself as an overtaxed official whose office received annually a shoal of letters equivalent (as analysed later by some one else) to about fifty a day. The Lord Advocate had been counselled by Dr. Wallace to fix upon Mr. Smith like the Ancient Mariner, like the importunate widow, like the Emperor who "dunned" Varus for his legions. But he didn't—he only fixed on Dr. Wallace and Dr. Clark like—the Lord Advocate.

Mr. Smith's ready wit met the complaint by a list of Imperial legislation Was not Scotland part of the Empire? Why, then, should Scotland complain? Mr. Bryce, Mr. Campbell Bannerman, Mr. Hunter, and others also took a turn each at the Scotch Secretary's "whipping-boy," as the poor Lord Advocate was dubbed.

Jury-packing in Ireland was brought up by Mr. W. A. Macdonald. Mr. Sexton having quoted Mr. Latchford's case, that day quashed in the Court of Exchequer, Mr. Balfour said that it was quashed on a technical point. Mr. Morley, in the same connection, spiritedly denounced the blind way in which Mr. Balfour backs up his men, and the principle of making judicial demands of men like Colonel Turner. The Chief Secretary and his predecessor had a sharp skirmish on the political criminal question, Mr. Balfour re-affirming his principle with immense energy and Mr. Morley disputing it with a fine appeal to truth and justice. Mr. Hooper made Mr. Balfour laugh by speaking of the way in which Dr. Ridley's kindness had lightened his own privations in gaol ("Doesn't look much the worse for it," shouted an anonymous Tory), and Mr. T. P. O'Connor furiously attacked the Chief Secretary for his contemptuous levity. For the rest, the most damaging speeches were made by Mr. Jordan, who resented being called a liar by the Home Secretary on hearsay, and Mr. E. Harrington, who returned bravely to the contradictions thrown the other day at himself in the same way.

Three times during the sitting the closure was moved and ignored—by the Grand Old Gagger, by Mr. Johnston, and by Sir W. Crossman.

Having agreed to the report and to that of the Army and Navy vote, the House adjourned about half-past one without having got to the Inquisition Bill.

In the City.

THE NEW PORTUGUESE LOAN.

Some particulars of the new Portuguese loan which has been expected for some time are given by the *Statist*. That authority is given to understand that the amount will be for £8,800,000 in Four and a Half per Cent. Bonds, not redeemable until the year 1903. The issuing firms, which comprise the leading houses forming the syndicate, will be Messrs. Jacob S. H. Stern, of Frankfort; Messrs. R. Warschauer and Co., and the Handels Gesellschaft, of Berlin; and Messrs. Euphrussi and Co., and the Banque de Paris and Pays Bas, of Paris. This combination takes half the loan firm at the price of 90¼, with 1¼ per cent. commission—or, say, 89 per cent. net—and they have the option, extending up to the 31st of December, 1889, of taking the rest at the price of 92½ plus 1 per cent. commission, or, say, 91½ per cent. net. The issue of the loan to the public may be looked for early in September next. As regards the purposes of the loan, it is intended in the first place to provide funds for carrying out the transference of the Tobacco Régie, the law sanctioning that operation having conferred powers for borrowing some 7,200 contos, say £1,600,000, for that purpose; next, for funding a certain portion of the Floating Debt; and thirdly, for converting, as far as the remainder will allow, the old Three per Cent. Bonds.

A MINING COMPANY FRAUD.

As our hereditary legislators are at present pressing forward a bill which will certainly not pass this session for the prevention of company-promoting frauds, they may obtain a hint for future use from a decision given in the New York Supreme Court. The case was one in which fraud in connection with the formation of a mining company was charged, and which was brought by one of the stockholders of the company against the leading promoters thereof for an accounting. "From the findings of the court," says *Bradstreet's*, "it appeared that an engineer who controlled an option for the purchase of certain mines entered into an arrangement with the defendants to form a corporation for the purpose of selling the stock, intending to acquire and pay for the mining property out of the proceeds of the stock. The cost of the mine was falsely represented to be many times greater than it really was, and the company was capitalized at a very high figure. At the time of the issue of the stock no property passed to the corporation, but the property was subsequently paid for wholly out of moneys realized by the defendants for the sale of the stock. The stock was sold readily, and the mines were worked for a short time, but afterwards failed. The court ordered the defendants to account for all profits realized by them on the sales of the stock over and above the cost of the mining property."

THE TRADE AND COMMERCE OF ALEXANDRIA.

The Consular Report from Alexandria on the trade and commerce of the year is written in a very doleful key, and the only consolation appears to be that Alexandria offers "no exception to the depression prevailing in other parts of the world." The crops were more than usually good, and the fellaheen were in most cases able to obtain fair prices throughout the year; but owing to the great competition in Europe, and excessive production and overstocking of the markets, capitalists were only able to realize very small profits. We do not find the figures of the exports and imports, however, so very discouraging:—

	1887.		1886.		Increase.
Exports.....	£11,138,000	.....	£10,374,000	.....	£764,000
Imports.....	8,296,000	.....	8,044,000	.....	252,000

But, says the pessimist, the excess in the imports "is largely due to exceptional circumstances, such as the importation of machinery and dredges for the works which have been undertaken in the Suez Canal." We have taken considerably more from Alexandria, the value of the articles sent to us being £7,061,000, as compared with £6,553,000, large quantities of wheat having been purchased during the year by the United Kingdom. We also sent more goods to Alexandria, the value in 1887 being £3,340,000, as compared with £2,953,000. The only branch of commerce at Alexandria in which English enterprise would be likely to meet with success at present is an ironmonger's store at which a large variety of goods of English manufacture could be obtained.

EXTRAORDINARY DIVERGENCE IN TENDERS.

A correspondent writes as follows with reference to a paragraph in this column on the 27th ult., as to the extraordinary divergence in the tenders for a certain specified piece of work:—

Among the parties tendering and on the same terms, lines, and plans I am one. The Board were desirous of having a perfect system of heating in the new schools, Amiss-street, Battersea, and I laid before them such a system, guaranteeing efficiency; and was surprised to hear that the Board had accepted the lowest tender and system. It is a well-known fact that the Board have not a single school heated and ventilated perfectly. The specifications made out by the Board for this class of work are highly amusing, since no engineer of respectability would or could carry out the work in accordance therewith, and if the Board want tinsmiths they should advertise for such, and not engineers.

COMMERCIAL PUBLICATIONS.

Mr. Charles W. Hastings has issued his annual statistics relating to the gas and water undertakings of the country. They are very complete, setting out the salient facts with respect to each company. (London: Hazell, Watson, and Viney, 52, Long-acre.)

Bourne's Handy Assurance Manual (London: F. W. Bourne, 26, Paternoster-row) is a new publication which sets forth very clearly the financial position and the progress during the last six years of the British assurance offices. On glancing down the tables one is struck with the divergence in the amounts paid in "commission and expenses of management." The cost per cent. on the life premium income ranges from 4 to about 26 per cent., not including the industrial, which rises to 60 in some cases. In many offices new business is obtained at the cost of much more than the first year's premium.

TO-NIGHT'S ENTERTAINMENTS.

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(Sole Lessee, Mr. HENRY IRVING.)

TO-NIGHT, at 8.15, and EVERY EVENING,
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DR. JEKYLL AND MR. HYDE.

Sole Authorized Version—Mr. Mansfield's original creation. Dramatized by kind permission of Mr. Robert Louis Stevenson. Box office (Mr. J. Hurst) now open daily from 10 to 5.

ADELPHI THEATRE.

(A. and S. GATTI, Sole Proprietors and Managers.)

THIS EVENING, at Eight, THE UNION JACK. Mr. William Terriss; Messrs. C. Cartwright, J. D. Beveridge, J. L. Shine, L. Cautley, D. Somers, H. Russell, H. Halley, &c.; Miss Millward; Mesdames Helen Forsyth, O. Nethersole, D. Drummond, E. Burton, and Clara Jecks. At 7.15, THE REFUGEES. Mr. D. Somers, Miss Agnes Miller, &c.

VAUDEVILLE THEATRE.

(Sole Lessee and Manager, Mr. THOMAS THORNE.)

JOSEPH'S SWEETHEART. 134th Time. Great success. TO-NIGHT, at 8.30, a New Comedy in Five Acts, by ROBERT BUCHANAN, entitled JOSEPH'S SWEETHEART. Preceded, at 7.45, by a new One Act Play, entitled THE BROTHERS, by H. BYATT. Messrs. W. Rignold, C. Maude, J. S. Blythe, S. Buist, F. Gillmore, F. Grove, J. Wheatman, and Fred Thorne; Mesdames E. Johnstone, G. Homfrey, Arnold, McNeill, Harrison, Maunders, and Kate Rorke. Box-office open 10 till 6.30.

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(Acting Manager, Mr. H. T. BRICKWELL.)

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TO-NIGHT, at 8.30, A. W. PINERO'S New Three Act Domestic Drama, SWEET LAVENDER. 143rd Time. Messrs. Edward Terry, Alfred Bishop, Brandon Thomas, T. C. Valentine, Bernard Gould, F. Kerr, Sant Matthews; Mesdames M. A. Victor, Carlotta Addison, Maude Millett, and Norreys. Doors open at 8. Carriages 11. MATINÉE EVERY SATURDAY, at 2.30. Seats at the Libraries and Box-office, open from 10 to 5. Telephone 2,702.

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THIS EVENING, at 8.45, BOOTLES' BABY. 80th Time. Messrs. Charles Sugden, Edmund Maurice, C. W. Garthorne, Forbes Dawson, Gilbert Farquhar, C. Kent, and Charles Collette; Mesdames Webster, Henrietta Lindley, Rose Evelyn, Maud Merrill, Minnie Terry. At 7.45, TRUE COLOURS. Messrs. Forbes Dawson, A. J. Byde; Mesdames Ginard and Florence Grant.

PRINCE OF WALES' (late the Prince's) THEATRE.

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At 8.30, punctually, DOROTHY. (683rd Performance.)
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MATINÉE EVERY SATURDAY, at 2.30.

ITALIAN EXHIBITION.

In Concert Hall and Theatre, FRATELLI PRANDI'S MARIONETTES, "AMOR" and "THE LIVING SKELETON," at 3 and 7.45 P.M. The NEAPOLITAN MANDOLINISTS at 4.30 and 9 P.M.

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SAVOY.—Proprietor and Manager, R. D'OYLY CARTE.—THIS EVENING, at 8.30, THE MIKADO, Japanese Opera. By W. S. GILBERT and ARTHUR SULLIVAN. At 7.30, MRS. JARRAMIE'S GENIE. Box-office open from 9 A.M. till 11 P.M.

SAVOY.—THE MIKADO.—THIS and EVERY EVENING, at 8.30, and SATURDAY AFTERNOON, at 2.30, until further notice. Messrs. R. Barrington, R. Temple, J. Wilkinson, R. Cummings, and J. G. Robertson; Mesdames G. Ulmar, S. Grey, A. Cole, and R. Brandram.

SAVOY.—THE MIKADO.

COMEDY THEATRE.—TO-NIGHT, at 9, a new farcical comedy in three acts, adapted from the German of Von Moser, entitled THE ARABIAN NIGHTS, by SYDNEY GRUNDY. Mr. C. H. Hawtrey, Mr. Wilfred Draycott, Mr. W. Wyes, and Mr. W. S. Penley; Miss Cissy Grahame, Miss Carlotta Zerbini, Miss Agnes Miller, Miss Gertrude Goetze, and Miss Lottie Venne. Box-office open 10 to 5. At 8.10 o'clock, SUNSET, by JEROME K. JEROME.—Business Manager, Mr. E. F. BRADLEY.

THE ARABIAN NIGHTS.—TO-NIGHT at 9.—COMEDY THEATRE.

CRITERION THEATRE.—Lessee and Manager, Mr. CHARLES WYNDHAM. EVERY EVENING, at 8.45, DAVID GARRICK. 373rd Performance. Preceded by, at 8.15, WHY WOMEN WEEP. Doors open 7.45.

DAVID GARRICK.—LAST FOUR NIGHTS of the PRESENT SEASON, in consequence of Mr. Wyndham's previous engagement to visit the provincial towns. BETSY will be reproduced, with the original cast, on SATURDAY NEXT, 11th inst.—CRITERION THEATRE.

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Mdme. ALWINA VALLERIA.
Mdme. SCALCHI.
Mdme. ANTOINETTE STERLING, Mdme. BELLE COLE.
And
Mdme. PATEY.
Mr. SIMS REEVES.
Mr. HENRY PIERCY, Mr. CHARLES BANKS.
Mr. ORLANDO HARLEY, Mr. SYDNEY TOWER,
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NOTES ON POPULAR PASTIMES.

Goodwood was "glorious" in one sense alone, and that not a particularly agreeable one. The weather, except on Friday, was vile, the course a perfect swamp; backers experienced a series of ruinous disasters, the ladies' dresses were spoilt, and every one was cross, wet, and miserable.

The weather has been so vile that few cricket matches have been played out, and in those few, of course, bowlers have had things their own way. I am tired, however, of chronicling the successes of bowlers, and even the most ardent trundler must wish for a hard ground just by way of a change.

The Surrey eleven were very unlucky not to beat the Australians, but rain robbed the county of an almost certain victory. They defeated Lancashire in an innings, however, and in the match Lohmann took 8 wickets for 13 runs, and 5 for 38. Notts, who have indeed fallen from their high estate, were defeated by Gloucestershire by 6 wickets, and after a remarkably close finish Kent beat Sussex by one wicket, the Sussex bowler Tate taking no fewer than five wickets in the second innings of Kent for a single run.

The ground at Lord's has been in a fearfully sodden state, and two matches—M.C.C. *v.* Leicestershire and Rugby *v.* Marlborough—were abandoned. On Saturday, the wicket was still so bad that M.C.C. defeated Scarborough in the day, both sides playing two complete innings.

Among the chief sufferers by the bad weather must be numbered the riverside boatbuilders and hotel proprietors. They have not experienced such a season for years, and at Maidenhead there has been much gnashing of teeth. There seems, however, to be some chance of fine weather at last, and there are certainly plenty of people waiting to take advantage of it at the first opportunity.

Sunday was a fine day, though a strong cold wind blew, and the scene at Boulter's Lock was almost as brilliant and amusing as ever. There were steam launches by the dozen, punts—many of them propelled by ladies—in scores, and miscellaneous craft by the hundred. The rollers which have been in working order since Whit Monday at this lock are a vast improvement, and it is now possible to get through without the old vexatious but unavoidable delay.

The Guards' Club was, of course, much patronized by both sexes, but your gallant guardsman does not over-exert himself when he takes to the water. The Guards' launch, as it steamed past Clieveden Woods on Sunday was a comic sight. On board were a dozen languid exquisites, while a small fleet of punts, canoes, &c., was towed behind. In each of these reclined a warrior and his guest, male or female, looking as if they would have died rather than disarrange their attitudes by handling a pair of sculls or a punt pole. I never quite realized before what the French mean when they talk of a *promenade sur l'eau*.

OUTSIDER.

THE WESLEYANS AND COERCION IN IRELAND.

A WESLEYAN minister writes us as follows:—

"I shall feel grateful to you for permitting me to say through your columns that I feel very unhappy in respect of the relation of our Church to some questions of the day. What prompts me to write just now is some remarks made at our Conference last week on the Home Rule question by the Rev. W. Arthur. For the sake of "the brotherhood," we have been trying to keep silence on the subject of the administration of law in Ireland, but it seems impossible to do this, and if it were possible, I doubt whether it is desirable and right. For myself, I feel my lips closed in public prayer and in preaching the gospel by the understanding which prevails among us, and my conscience is uneasy every day of my life. I hold with Mr. Arthur when he says, "I believe that the word political is one of those words which may be used to cover the greatest crime and to blacken the character of Christian people. It is being so used at the present moment in our country. The greatest crimes are not to be touched if they are called political," &c. I dare say Mr. Arthur had in view another side of the subject than I have, but the principle is sound. Now, what troubles me is that what many deem criminal treatment is exercised for political opinion and the exercise of free speech. Oppression, cruelty, varied persecution are put under the head *political*, and then we are barred from an expression of opinion. It appears to me that men of all political parties among us might join in demanding that certain cruelties should cease; such as have been witnessed at evictions, such as have been brought to light by the inquest on Mr. Mandeville, and such as the imprisonment of John Dillon and others. High Courts of Justice have condemned many of these proceedings, some Unionist papers have mildly expressed disapproval, immense meetings all over the land have denounced them, there is a general feeling of uneasiness on the matter abroad; but, amid all this, the Methodist Church is silent. How can Irish ministers expect our Church to prosper when their sentiments are, for the most part, dead against the sentiments of the people; and how can the British Conference expect that the working classes and the poor of this country will respond to our efforts when our voice is not lifted up against oppression and

cruelty. For myself, I feel that my conscience will not allow me to be silent much longer, and I cannot but think there are many others like me.

"Surely some of our prominent ministers might have the courage to call together an assembly to consider and decide how far these matters are social and moral apart from political, and then decide what action should be taken; and whilst disclaiming all party action, signify disapproval of all injustice and persecution. I am sure the Unionists among us, and the party generally, would reap more benefit than any others from such action. If something of this sort were done I believe the minds of many, as well as my own mind, would be relieved, and we should feel that we were 'doing justly, loving mercy, and walking humbly with God.' If you will admit this to your paper, perhaps others may write you their views, and, in this way, you will do good service to a strong religious body, now in a critical state, as well as help a cause which you have already aided so much."

THE FUTURE OF THE GERMAN NAVY.

The correspondent of the *Kolnische Zeitung* who has been with the Emperor on his tour to the North writes from on board the *Gneisenau*:—"Any one who, like myself, has been privileged to spend several days on board one of his Majesty's ships, observing officers and crew, cannot but receive the impression that everything is life and hope and future in the German navy. The military spirit of our army seems gently toned down through the elegiac influence of the sea. If the direct harshness of discipline is felt in the army, its form is softened at sea by the fact of the officers and sailors living together in so small a space, and by the continued hostile presence of the sea which has to be battled with. But above all that is done on board floats the idea of Excelsior. It is not sufficient that the German navy small as it is, is to be perfect, but its vocation is forced upon it that it has to grow, to become equal to the standing army, and to raise Germany to a naval Power of the first rank. The German naval officer looks round to the nations possessing a great navy. and from their accomplishments he infers that the palm of perfect seamanship has not yet been carried off, therefore he tries to gain it, and hopes to obtain it in time. That is his aim, and it has become so more than ever now that he has seen the highest lord of war put on the Admiral's uniform. . . . So far our navy has played the part of Cinderella, the maid-servant which carried the train of the army. This was due to prevailing circumstances, for the foundation of our power rests on our supremacy on shore. Meanwhile we have become a colonial Power, and our trade across the seas beats that of former competitors. What we want in order to make our present success permanent is a strong navy, corresponding to our position among the Powers. This dream of our naval officers Emperor William II. and his brother Henry seem about to realize, and this was the reason why the two brothers were so enthusiastically cheered when they appeared together on the bridge of the ship."

RECENT PUBLICATIONS.

[Publishers would greatly oblige by stating the prices of books. Any notices under this head do not preclude further review, should such seem to be necessary.]

"A QUEKETT CLUB-MAN." "My Microscope," (Roper and Drowley.) [The second, revised, and enlarged edition of a pleasantly written, useful little book. Pp. 86, cloth. 2*s.* 6*d.*]

CHAYTOR, HENRY. "Secrets of National Finance." (Allen and Co.) [An essay originally contributed to the columns of *Fair Trade*, now republished in a revised and enlarged form. Pp. 154 cloth.]

CRAWFURD, OSWALD. "Sylvia Arden." (Kegan Paul.) [A third edition in paper covers, at a shilling. Pp. 373.]

DAY, MRS. ELIZABETH (Editor.) "The Little One's Own Companion." (Dean and Son.) [An illustrated children's book.]

GARTH, Sir RICHARD, Q.C. "A Few Plain Truths about India." (London: Thacker.) [A pamphlet.]

HASTINGS, CHARLES W. (Editor). "Water Works Statistics, 1888." (Hazell, Watson, and Viney.)

HASTINGS, C. W. "Gas Works Statistics, 1888." (Hazell.)

HASTINGS, C. W. "The Gas and Water Companies' Directory, 1888." (Hazell.)

HOBSON, The Rev. E. "With my Father." (Roper and Drowley.) [A plain manual of home and school prayers for children not yet arrived at confirmation age. Pp. 64.]

HOOLE, HENRY, M.D. "The Science and Art of Training." (Trübner and Co.) [A handbook for athletes, dealing with Food, the Muscular System, Exercise and Rest, Personal Hygiene, &c. Pp. 124, cloth.]

LYTTON, The Right Hon. Lord. "The Coming Race." (Routledge.) [One of Routledge's Pocket Volume Edition of Lord Lytton's novels. It contains "The Coming Race," "Leila," "Zicci," and "The Haunted and the Haunters." Pp. 376, paper covers, 1*s.*]

NICHOL, JOHN, M.A. "Francis Bacon: his Life and Philosophy." (Blackwood.) [This is the first part of Professor Nichol's "Bacon," and deals with the philosopher's "Life." A subsequent volume will expound his teachings. Pp. 212. One of Blackwood's Philosophical Classics, at 3*s.* 6*d.*]

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All transfers and stock certificates will be free from stamp duty.

SEALED TENDERS on the form accompanying the Prospectus with the required deposit are to be delivered at the NATIONAL PROVINCIAL BANK OF ENGLAND (Limited), Bishopsgate-street, London, before Two o'clock on WEDNESDAY, the 8th day of August, 1888.

No tenders under the minimum price of 94 per cent. will be received, and tenders at a price including fractions of a shilling other than sixpence will not be accepted.

Full Prospectuses and Forms of Tender can be obtained at the National Provincial Bank of England (Limited), 112, Bishopsgate-street, London, or any of its Branches; Messrs. Elliot, Pearce, and Co., Old Bank, Weymouth; at the Offices of Messrs. J. and A. Scrimgeour, Stockbrokers, 18 Old Broad-street, E.C.; and at the Town Clerk's Office, Weymouth.

National Provincial Bank of England (Limited),
London, August 2, 1888.

THE CITY OF MELBOURNE BANK (LIMITED)

Capital, 400,000 Shares of £5 each.....		£2,000,000
Issued 200,000 Shares:—		
Paid up	£500,000	
Uncalled	500,000	1,000,000
Reserve Fund		300,000

London Office, 117, Bishopsgate-street-within.

Bankers—Bank of England, Royal Bank of Scotland, Dublin; Messrs. Glyn, Mills, Currie, and Co.

All banking business in connection with the Australian colonies transacted.

Deposits received on terms to be ascertained on application.

EDMUND ROUSE, Manager.

Established 1868.

THE LIBERATOR BUILDING SOCIETY,
20, BUDGE-ROW, CANNON-STREET.

FIVE PER CENT. PAID ON SHARES (£100 each), and on deposits of £500 and upwards made for fixed terms.

DEPOSITS of £5 and upwards at ONE MONTH'S NOTICE, FOUR PER CENT.

Reserve Fund — SEVENTY-FIVE THOUSAND POUNDS.

For particulars apply to the Secretary,
F. H. ROCKE.

LIFE ASSOCIATION OF SCOTLAND.

(Founded 1838 for Life Assurance and Annuities.)
Funds—£3,312,7 3. Annual Revenue—£435,4 6.
NON-FORFEITABLE, WORLD-WIDE POLICIES.
IMMEDIATE PAYMENT OF CLAIMS.
London: 5, Lombard-street, and 123, Pall-mall.
Edinburgh: 82, Princes-street.

WESTMINSTER FIRE OFFICE
27, KING-STREET, COVENT-GARDEN.
Founded A.D. 1717. Losses promptly paid.
Insurances arranged by Telephone No. 3,042.
CHARLES ROUSE BROWNE, Secretary.

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FRESH FRUIT JAMS,

MADE FROM CHOICE FRESH FRUITS AND REFINED SUGAR ONLY

Are Sold by Grocers in 1-lb., 2-lb., 3-lb., and 4-lb. Jars,

Bearing **CROSSE & BLACKWELL'S** *names in full on the labels.*

LONDON AND NORTH WESTERN AND CALEDONIAN RAILWAYS.

WEST COAST ROYAL MAIL ROUTE.

LONDON to EDINBURGH in EIGHT HOURS

Commencing on MONDAY, August the 6th, and to be continued throughout the month of August, a SPECIAL 1st, 2nd, and 3rd Class EXPRESS TRAIN will, on Week days leave LONDON (Euston Station) at 10 A.M., and arrive in EDINBURGH (Princes-street Station) at 6 P.M.

G. FINDLAY, General Manager,
London and North Western Railway.

J. THOMPSON, General Manager,
Caledonian Railway.

August, 1888.

EXCURSIONS to SCOTLAND.—EDINBURGH (Leith), passage 28 hours.—The LONDON and EDINBURGH SHIPPING COMPANY'S first-class steamships *METEOR* (new steamer), *IONA*, and *MARMION* (lighted by electricity), from HERMITAGE STEAM WHARF, Wapping, EVERY TUESDAY, WEDNESDAY, and SATURDAY, as follows:—August 8th, Noon; 11th, 2 P.M.; 14th, 4 P.M.; 15th, 5 P.M.; 18th, 10 A.M.; 21st, Noon; 22nd, Noon; 25th, 2 P.M.; 28th, 4 P.M.; 29th, 4 P.M.; returning from Edinburgh (Leith) every Wednesday, Friday, and Saturday. Fares (including steward's fees): Saloon, 22s.; fore cabin, 16s.; staterooms of four berths, for families, 32s. each berth; deck (soldiers and sailors only), 10s.; return tickets, available for twelve months, saloon, 34s.; fore cabin, 24s. 6d.—Apply to G. W. WHEATLEY and Co., 23, Regent-street; Booking Office, 102, Queen Victoria-street; LAVINGTON'S, 69, Old Bailey; or at the Wharf, to J. C. GREGORY.

N.B.—This route offers unrivalled facilities for visiting the GLASGOW INTERNATIONAL EXHIBITION. EXPRESS TRAINS run every hour between EDINBURGH and GLASGOW.

Cheap Circular Tours round the Land's End and by Bristol Channel, in connection with the Clyde Shipping Company and Messrs. Sloan and Co.'s Steamers.

LONDON and SCOTLAND.—The CARRON LINE of first-class Passenger Steamers sail from CARRON and LONDON and CONTINENTAL STEAM WHARVES, 87-93, Lower East Smithfield, EVERY WEDNESDAY and SATURDAY for GRANGEMOUTH. Returning from Grangemouh Every Tuesday and Saturday. Average passage 30 hours. Trains run alongside the steamers at Grangemouth.

The best and cheapest route to the Glasgow Exhibition. First Cabin and 3rd class rail, return, including admission, 37s. Through bookings to Oban and the Highlands, and circular tours round Land's End, &c.

For particulars as to fares, berths, and all other information, apply to Gibbons and Company, 11, Pall-mall, S.W.; John Smither and Son (Limited), 65, Queen Victoria-street, E.C.; Newcomb and Son, 6, Water-lane, E.C.; and Carron Company's Wharves, Lower East Smithfield, E.

TO GERMANY,
by Ocean Mail Steamer from Southampton, homeward bound from New York.

The magnificent EXPRESS STEAMERS of the NORDDEUTSCHER LLOYD, 5,500 tons, 6,000-horse power each, take passengers from Southampton for Bremen every Thursday and every Sunday. Lofty state rooms, liberal table, electric light everywhere. Fares: Through from London first saloon, £3 1s.; second saloon, £1 18s. 6d.; Return tickets, £4 15s. 6d. and £3 1s. respectively. All parts of Germany easily reached by rail from Bremen. Apply to Company's Agents, Keller, Wallis, and Co., 32, Cockspur-street, Charing-cross, London, S.W.; or 5 and 7, Fenchurch street, E.C.; or at Southampton.

LONDON TO NEW YORK.
WILSON-HILL LINE.
Splendid Passenger STEAMERS, with superior accommodation amidships, sail regularly.
PERSIAN MONARCH, Ag. 11 | LUDGATE HILL, Aug 18
1st class, £10; 2nd class, £6 6s.; 3rd class, £3 16s.—Apply to ALLAN BROTHERS and Co., 103, Leadenhall-street, E.C.

CUNARD LINE ROYAL MAIL STEAMERS.—LIVERPOOL to NEW YORK direct EVERY SATURDAY, and BOSTON EVERY TUESDAY. Fares, 12, 15, 18, and 21 guineas, and £26; return ticket 25, 30, and 35 guineas, and £45. Intermediate passage £8 8s. Steerage at low rates. Parcels will be received at the City Office three days before date of sailing.—Apply to the Cunard Steamship Company (Limited), in Liverpool, 8, Water-street; or in London, 6, St. Helen's-place, E.C., and 28, Pall-mall, S.W

SUN LIFE OFFICE.

EXTRAORDINARY RESULTS.

The profits paid this year in cash by the SUN LIFE OFFICE have been exceptionally large, surpassing those hitherto given, and for which the Society has been so justly noted, and averaged 196 p.c. of the annual premium (nearly two premiums), payable in cash.

SPECIAL FEATURES.

The above Extraordinary Results prove that a WITH PROFIT POLICY opened with the SUN LIFE OFFICE can be had at considerably LESS THAN COST PRICE.

ENDOWMENT ASSURANCES granted on favourable terms With and Without Profits.—Obtain and read the New Edition of the Society's Prospectus.

JOHN G. PRIESTLEY,
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JOHN BROWNING, 63, STRAND, LONDON, W.C.

SHORTHAND. Metropolitan School, Ld., 27, Chancery-lane. Business men, note—Shorthand acquired here in odd spare hours. Inspect (free) our list of vacancies. We can place any number of gentlemanly youths and young men in the City. Country boarders received. A chartered accountant gives practical training in book-keeping. Prospectus post free.

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DUNBLANE HYDROPATHIC, PERTHSHIRE.—65 minutes by rail and frequent trains to GLASGOW EXHIBITION. Charming mountain scenery. Medical men strongly recommend the district, the Highland air being dry and exceptionally bracing. Most superior table. Terms from £2 12s. 6d.

EASTBOURNE.—BURLINGTON HOTEL, centre of Grand Parade. Redecorated refurnished. Every comfort and luxury. Lift to all floors. All Public Rooms and large number of Private Sitting Rooms and Bedrooms, also Single Bed rooms, FACING THE SEA. Very moderate tariff. Address Manager.

TO

HOLIDAY MAKERS,

TOURISTS, and

TRAVELLERS.

Send your name and address to the Publisher of the **Pall Mall Budget**, 2, *Northumberland-street, Strand, London, W.C., and enclose postal note for* 1s. 6d. (*if address is within the United Kingdom*), *or* 1s. 8d. (*if address is abroad*), *for which you will have the* **Pall Mall Budget** *sent you for a month.*

Original Sketches, by well-known Artists, and fresh and crisp matter, written specially for each issue, are among the characteristic features of the **Pall Mall Budget.**

AUSTRALIA, NEW ZEALAND, TASMANIA.—ORIENT LINE FORTNIGHTLY SERVICE.

The following Steamships, belonging to the ORIENT and PACIFIC COMPANIES, leave LONDON as under, Plymouth one day later, Naples nine days later, for ALBANY, ADELAIDE, MELBOURNE, and SYDNEY direct with her Majesty's mails, taking passengers for all ports in AUSTRALASIA:—

	Tons	H.P.	
LIGURIA	4,688	4,200	Aug. 17
AUSTRAL	5,588	7,000	Aug. 31
IBERIA	4,702	4,200	Sept. 14
ORMUZ	6,116	8,300	Sept. 28
CUZCO	3,918	4,000	Oct. 12
ORIENT	5,386	6,000	Oct. 26

Loading berth, Tilbury Docks.

Cheap Single and Return Tickets.

Managers, F. GREEN and Co., 13, Fenchurch-avenue, and ANDERSON, ANDERSON, and Co., 5, Fenchurch-avenue, London, E.C. For freight or passage apply to the latter firm, or to the West-end Agents, GRINDLAY and Co., 55, Parliament-street, S.W.

NEW ZEALAND and AUSTRALIA, viâ Teneriffe, Cape Town, and Hobart. Shortest tropical passage. Royal Mail Service, under contract with Government of New Zealand. THE NEW ZEALAND SHIPPING COMPANY (LIMITED) will despatch their magnificent full-powered steamers—

TONGARIRO .. 4,163 tons.. From London, Aug. 23
AORANGI .... 4,163 ,, .. ,, ,, Sept. 20

Leaving Plymouth two days later. Cheap return tickets. Best accommodation for all classes, and superior deck state rooms. Full information to be obtained at the Company's Offices, 138, Leadenhall-street, E.C.; or of West-end agents, Messrs. Guion and Co., 5, Waterloo-place, Pall-mall, S.W.

P. AND O. MAIL STEAMERS ACCELERATED THROUGH SERVICES as under:—

BOMBAY direct by P. and O. from London and Brindisi every week.

CALCUTTA direct by P. and O. from London every fortnight.

CEYLON direct by P. and O. from London every week. Corresponding steamers for Marseilles.

CHINA, STRAITS, and JAPAN direct by P. and O. from London and Marseilles every fortnight.

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GIBRALTAR, MALTA, BRINDISI, PORT SAID, and ISMAILIA. The Company despatch weekly from London one of their large and well-appointed steamers for the above ports.

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For particulars apply at the Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

INDIA, CEYLON, JAVA, QUEENSLAND, BURMAH, PERSIA, EAST AFRICA, &c.

BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED).

(BRITISH INDIA ASSOCIATION.)

MAIL STEAMERS from LONDON

CALCUTTA	Fortnightly.
MADRAS	,,
COLOMBO	,,
RANGOON	,,
KURRACHEE	,,
BAGHDAD	,,
BATAVIA	Four weekly.
BRISBANE	,,
ROCKHAMPTON	,,
ZANZIBAR	,,

Delivering Mails, Passengers, Specie, and Cargo at all the principal Ports of

INDIA, BURMAH, EAST AFRICA, QUEENSLAND, and JAVA.

Every comfort for a Tropical Voyage.

Apply to GRAY, DAWES, and CO., 13, Austin Friars; or to GELLATLY, HANKEY, SEWELL, and CO., Albert-square, Manchester; 51, Pall Mall, and 109, Leadenhall-street, London.

NORWEGIAN FJORDS.—For particulars of STEAM YACHTING CRUISES, by best routes, apply to THOS. COOK and SON, Ludgate-circus, or 99, Gracechurch-street.

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